URBAN/MUNICIPAL
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1997

AGENDA
TRANSPORT & ENVIRONMENT COMMITTEE

JUNE 16, 1997 ...

THE URBAN MUNICIPAL COLLECTION
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URBAN/MUNICIPAL
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1997

URBAN MUNICIPAL
JUN 17 1997
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 June 16
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) By-law to sell City lands known as 45 Owen Place and 817, 821 Stone Church Road East

   (b) Proposed Closure former Upper Horning Drive from the east side of Omni Boulevard to Stone Church Road East

   (c) Limeridge Road Closures at Red Hill Creek Expressway

   (d) Proposed Closure Assumed Alley - Rear of No. 85 Mountain Avenue

   (e) Graffiti Prevention, Prohibition and Abatement By-law
   Mr. Dennis Concordia and Detective Bruce Graham

2. **CONSENT AGENDA**

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) PUBLIC WORKS DIVISION

(a) Retaining Wall Reconstruction Proposal
Jackson Street West, Rear of Wesanford Place

(b) Pilot Project - Mountable Curbs

(c) Increased Cost for a Local Improvement Project
Dulgaren Street from Upper Sherman Avenue to Approximately 72m Easterly Finished Roadway and Curbs

(d) Downtown Hamilton Improvement Plan Sidewalk Reconstruction
North Side King Street Between James Street and Mary Street

(e) Downtown Hamilton Improvement Plan - Phase I
Award of Contract for Supply of Garbage Receptacles, Steel Tree Frames, Cast Bicycle Rings and Cast Benches

(ii) TRAFFIC DIVISION

(a) Downtown Hamilton improvement Plan
On-street Parking in the Downtown Core

(b) Traffic Safety Training in Elementary Schools (Information Report)

(iii) CITY ENGINEER

(a) Provincial Environmental Services Inc. Application for a Waste Disposal Site (Processing) Certificate of Approval No. A650121, No. 97 Frid Street, Hamilton: Response to Ministry of Environment and Energy and Community Concerns

(b) Montgomery Creek Stormwater Management Study
Draft Plan of Subdivision Application Mud Street, Hamilton

(c) Encroachment Agreement - No. 46 Ferguson Avenue South

(d) Proposed Widening of Centennial Parkway at Arrowsmith Road
In conjunction with "Home Depot"

4. **MAYOR R. M. MORROW**

   (a) Hamilton and District Council of Women
   Sidewalk Safety

   (b) FCM - Big City Mayor's Caucus
   Telecommunications: Access to Municipal Rights-of-way

5. **OTHER BUSINESS**

   Correspondence - Regional Clerk
   Rationalization of the Regional Road System

6. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the Transport and Environment Committee	1996 April 1	Commissioner of Public Works and Traffic	Report Back
3.	Just Desserts - No. 1400 Upper James Street - Outdoor Patio	1996 June 17	Roads Department Staff	Report Back
4.	Installation of Bus Shelters in Gore Park following the installation of the Gore Park Fountain	1996 June 17	Commissioner of Traffic and Environmental Services	Report Back
5.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
6.	Traffic Regulations - Eastbound Traffic on Bartonville Court be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
7.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic	Update the Committee of New Developments
8.	Intersection of Chesley Street and Chester Avenue - Intersection Control	1997 January 20	Alderman F. D'Amico	Delegation to appear
9.	Proposed Road Closure: Angela Avenue from Scenic Drive Westerly	1997 March 3	Commissioner of Public Works and Traffic	Tabled until after the comments of the Niagara Escarpment Commissioner are received.
10.	Backlit Advertising Panels on Bell Canada Exterior Public Payphones	1997 April 21	Commissioner of Public Works and Traffic	Report to be prepared
11.	Mud Tracking	1997 May 5	Commissioner of Public Works and Traffic	Report Back

Kevin C. Christenson, Secretary
June 16th, 1997

1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 9
S611-01 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT:

By-Law to sell City Lands known as 45 Owen Place and 817, 821 Stone Church Road East (R-97-36)

RECOMMENDATION:

That the appropriate by-law to sell the subject land described as;

1. The closed "Reserved for Street" on Registered Plan 851, described as Parts 1 to 3 inclusive on Plan 62R-10952, now known as 45 Owen Place.

2. Part of closed Leaway Avenue, Registered Plan 1059, described as Parts 2 and 3 on Plan 62R-11410 now known as 817 and 821 Stone Church Road East.

be prepared to the satisfaction of the City Solicitor, passed and enacted by Council.

D. Lobo
Commissioner
Public Works and Traffic

E.M. Gill, P. Eng.
Senior Director
Roads Division

(cont'd pg 2)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

City Council in adopting Item 29 of the 4th Report of the Transport & Environment Committee approved the sale of Item 1 as described in the Recommendation.

City Coucil in adopting Items 26 & 27 of the 3rd Report of the Transport & Environment Committee approved the sale of Item 2 as described in the Recommendation.

These sales have been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject properties. Therefore, it is necessary to pass these By-Laws in order to complete these sales.

sk:GM/KML
Encls.

cc/F. Angelici, Planning Department
cc/M. Watson, Property Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO AUTHORIZE THE SALE OF CITY LANDS DESCRIBED AS PARTS 1 TO 3 INCLUSIVE ON PLAN 62R-10952 BEING LANDS RESERVED FOR STREET AS CLOSED BY JUDGE'S ORDER VM142967 ON REGISTERED PLAN 851 NOW KNOWN AS 45 OWEN PLACE AND PARTS 2 AND 3 ON PLAN 62R-11410 BEING PART OF LEAWAY AVENUE AS CLOSED BY JUDGE'S ORDER VM160037 NOW KNOWN AS 817 & 821 STONE CHURCH ROAD EAST

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 29 of the 4th Report and Items 26 & 27 of the 3rd Report of the Transport & Environment Committee on 1997 April 29 and 1997 March 11 respectively authorized the City to sell properties described as the "Reserved for Street" on Registered Plan 851, said street having been closed by Judge's Order Registered as Instrument Number 142967, being Parts 1 to 3 inclusive on Plan 62R-10952, now known as 45 Owen Place and part of Leaway Avenue, Registered Plan 1059, said Leaway Avenue having been closed by Judge's Order Registered as Instrument Number 160037, described as Parts 2 and 3 on Plan 62R-11410 now known as 817 and 821 Stone Church Road East.

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the sale of the property described as the closed "Reserved for Street" on Registered Plan 851, described as Parts 1 to 3 inclusive on Plan 62R-10952, now known as 45 Owen Place.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   Be hereby authorized.

2. That Part 1, Plan 62R-10952 be offered to abutting owner(s) at 41 Owen Place for a sum of $28,550 and Parts 2 and 3 on Plan 62R-10952 be offered to abutting owner(s) at 49 Owen Place for a sum of $28,550.

(cont'd pg 2)

3. In the event the owners in Item 2 above do not accept the offers within thirty (30) days of passing of this By-Law, that the soil and freehold of said lands described in Item 1 of this By-Law (along with other City land being Parts 4 to 6 inclusive on Plan 62R-10952) be sold to John W. Mudjar and Mary E. Mudjar for the sum of $57,100, in accordance with the provisions of the agreement dated 1997 April 10.

4. That the sale of the property described as part of closed Leaway Avenue described as Part 3 on Plan 62R-11410 now known as 817 Stone Church Road East.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   Be hereby authorized.

5. That Part 3, Plan 62R-11410 be offered to abutting owner(s) at 813 Stone Church Road East for a sum of $30,010.

6. In the event the owners in Item 5 above do not accept the offers within thirty (30) days of passing of this By-Law, that the soil and freehold of said lands described in Item 4 of this By-Law (along with other City land being Part 4 on Plan 62R-11410) be sold to Racing Construction Limited for the sum of $30,010 in accordance with the provisions of the agreement dated 1997 February 20.

7. That the sale of the property described as part of closed Leaway Avenue described as Part 2 on Plan 62R-11410 now known as 821 Stone Church Road East.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   Be hereby authorized.

8. That Part 2, Plan 62R-11410 be offered to abutting owner(s) at 823 Stone Church Road East for a sum of $30,010.

9. In the event the owners in Item 8 above do not accept the offers within thirty (30) days of passing of this By-Law, that the soil and freehold of said lands described in Item 7 of this By-Law (along with other City land being Part 5 on Plan 62R-11410) be sold to Mario Restauri for the sum of $30,010 in accordance with the provisions of the agreement dated 1997 February 20.

PASSED this day of A.D. 1997

City Clerk Mayor

1 (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 3
T103-03 (360) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Closure, Former Upper Horning Drive, from the East side of Omni Boulevard to Stone Church Road West (R-97-36)

RECOMMENDATION:

A. That the application of Di Cenzo Construction Company Limited and Sunshine Construction Inc. to stop-up, close and sell the portion of the former Upper Horning Drive, road allowance, from the east side of Omni Boulevard to Stone Church Road West, be approved, subject to the following conditions:

i) That the Commissioner of Transportation be directed to prepare a By-law to stop-up, close and sell the portion of the former Upper Horning Drive, from the East side of Omni Boulevard to Stone Church Road West;

ii) That the Commissioner of Transportation be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990;

iii) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law;

Cont'd ...

B That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-Law 95-049;

"Part of the Upper Horning Road allowance to be closed being Part 5, on Plan 62R-9295, Schedule "A" attached.

i) That the Manager of Real Estate Division, Clerks Department be authorized to proceed with the disposition of the subject lands to the abutting owner at market value;

ii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

C. That in accordance with Real Property Sales Procedural By-Law 95-049:

i) That satisfactory notice has been given to the public of the intended sale; and

ii) That no appraisal of the fair market value of the real property being sold was obtained as highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

D. i) That the applicant reimburse the Region for service costs a maximum of $8,745.71 for sewer and water installations for the westerly portion of Part 5 on Plan 62R-9295 now abutting Omni Boulevard and $20,197.49 for sewer and water installations provided for the portion of Part 5 on Plan 62R-9295 now abutting Stone Church Road West, subject to confirmation by the purchaser;

ii) That the applicant reimburse the City for road construction costs a maximum of $7,299 constructed along the westerly portion abutting Part 5 on Plan 62R-9295 now abutting Omni Boulevard and $18,265.68 for road construction costs constructed along the portion abutting of Part 5 on Plan 62R-9295 now abutting Stone Church Road West subject to confirmation by the purchaser.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd....

Cont'd ...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In May of 1989 in accordance with the cost sharing policy at the time, the Region and the City shared responsibility with a developer to install services to property outside of a plan of subdivision. Sewer and water services were installed and the road built along Stone Church Road West and Omni Boulevard abutting the subject property totalling $54,507.88.

The Region's costs for sewer and water installations on Stone Church Road were $20,197.49 and sewer and water installation costs on Omni Boulevard were $8,745.71, for a total amount of $28,943.20 payable to the Region.

The City's cost for road construction on Stone Church Road was $18,265.68 and on Omni Boulevard the road construction cost was $7,299, for a total amount of $25,564.68 payable to the City.

BACKGROUND:

A request has been received from Di Cenzo Construction Company Limited and Sunshine Construction Inc. to close the portion of the former Upper Horning Drive, road allowance, from the east side of Omni Boulevard to Stone Church Road West. The applicant is pursuing the closure of the said road allowance to consolidate the lands and facilitate the development of the lands.

A notice of the proposed closure was circulated to abutting property residents/owners and the affected municipal departments and the public utility companies.

The results are as follows:

i) Neighbourhood Response;

Total Number Circularized - 42

In Favour - 3 Opposed - 1 No Response - 38

The resident who was opposed, believed the proposed closure would create a thoroughfare of Gurnett Drive. Staff contacted the resident on May 21, 1997, and advised that the application was for the development of single family homes and would not greatly influence the current traffic patterns on Gurnett Drive. The resident was satisfied with the explanation and withdrew the objection.

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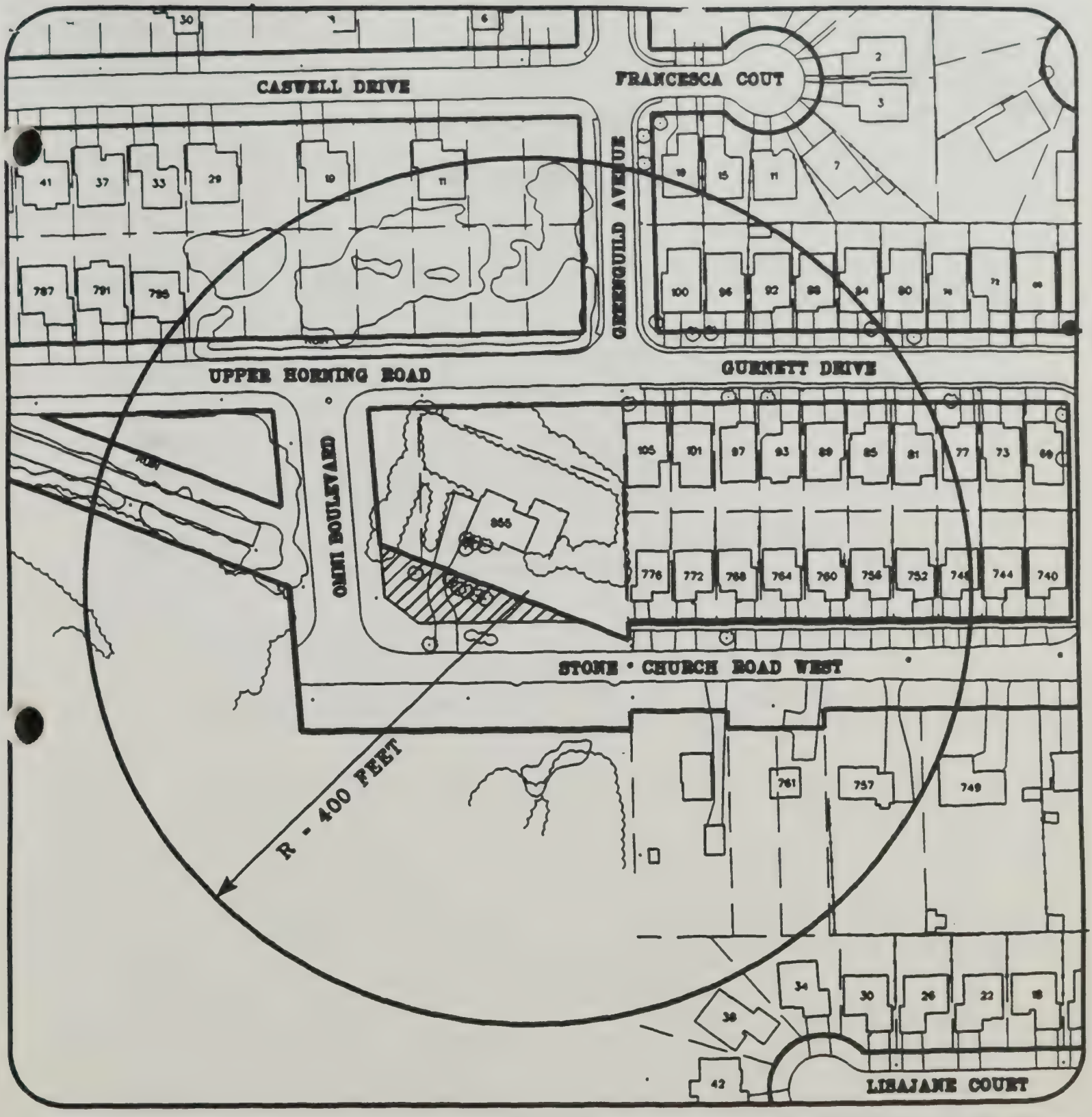
ii) Municipal Departments:
No objections.

iii) Public Utilities:
No objections.

Since the applicant will be required to pay recovery costs to the City and the Region of $54,507.88, since there were no municipal or utility objections, and since this closure will permit the implementation of the approved Neighbourhood Plan, staff are in favour of the proposed closure.

JKC:

cc: Alderman D. Ross
cc: Alderman F. D'Amico
cc: M. Watson, Manager, City Clerk's Department
cc: D. Powers, Law Department
cc: K. Lau, Roads Department



LOCATION PLAN

FOR PROPOSED PUBLIC STREET CLOSURE

Regional Municipality of Hamilton-Wentworth
Transportation / Enviormental Services Group
Road Department

LEGEND

AREA OF PROPOSED PUBLIC STREET CLOSURE

North	Scale	Reference File No.
	Not to Scale	T103-03(360)
	Date	
	April 22, 1997	

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 10
T101-27

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Alteration of Limeridge Road at the intersection with the Red Hill Creek Expressway (R-97-48)

RECOMMENDATION:

a) That the alteration of Limeridge Road in the vicinity of Upper James Street, Upper Wentworth Street and Upper Gage Avenue be proceeded with, and

b) That an appropriate by-law to give effect to the alteration be passed and enacted.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To alter the alignment of Limeridge Road at its intersection with the future Red Hill Creek Expressway (RHCE), it is necessary to pass an alteration by-law pursuant to the Municipal Act.

Cont'd...2

BACKGROUND:

On April 29, 1997, City Council authorised the advertising of the alteration of Limeridge Road. In conjunction with the construction of the RHCE, the Region is closing Limeridge Road where it intersects the RHCE.

Newspaper advertisements have appeared in the The Hamilton Spectator on May 20, 27, June 3 and 10. This closure is in accordance with the various neighbourhood plans that have been approved by Council. The details of the alteration have been discussed with the residents of the areas at public meetings and with the Ward Aldermen. To date, there have been no objections received as a result of the public advertisement.

:ga

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO ALTER LIMERIDGE ROAD AT ITS INTERSECTION WITH THE RED HILL CREEK EXPRESSWAY ON THE EAST AND WEST SIDES OF UPPER JAMES STREET, UPPER WENTWORTH STREET AND UPPER GAGE AVENUE

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of the Municipal Act, R.S.O. 1990, c. M.45, as amended, to pass by-laws to alter any highway under its jurisdiction;

AND WHEREAS the Council of the Regional Municipality of Hamilton-Wentworth proposes to close Limeridge Road at its intersection with the Red Hill Creek Expressway;

AND WHEREAS it is necessary to alter Limeridge Road at its intersection with the Red Hill Creek Expressway, east and west of Upper James Street, Upper Wentworth Street and Upper Gage Avenue;

AND WHEREAS the Council of the Corporation of the City of Hamilton at its meeting held on 24 June 1997, in adopting Section of the th Report of Transport and Environment Committee, authorized the alteration of Limeridge Road;

AND WHEREAS Notice of this by-law was published has been published once a week for four successive weeks;

AND WHEREAS the Council of the Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, whether in objection to, or in support of this by-law.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. The alteration of Limeridge Road at its intersection with the Red Hill Creek Expressway on the west side of each of Upper James Street, Upper Wentworth Street and Upper Gage Avenue by the construction of a cul-de-sac, be proceeded with.

2. The alteration of Limeridge Road at its intersection with Ridge Street, the westerly entrance to the Limeridge Mall and with Birchview Drive, be altered by closing the westerly approach, be proceeded with.

3. The proper officials of The Corporation of the City of Hamilton are hereby authorized and directed to do all things necessary to implement these works.

PASSED this day of A.D. 1997

City Clerk Mayor

1(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 28
T103 03 (345) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Closure, Assumed Alley, Rear of #85 Mountain Avenue (R-97-33)

RECOMMENDATION:

That the application, to stop-up, close and purchase a portion of north/south assumed alley at the rear of number 85 Mountain Avenue, be approved, subject to the following conditions:

i) That the Commissioner of Transportation be directed to prepare a By-law to stop-up, close and sell the portion of the north/south assumed alley at the rear of number 85 Mountain Avenue;

ii) That the Commissioner of Transportation be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing pursuant to Section 44 of the Regional Municipalities Act R.S.O. 1990;

iii) That the Applicant prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;

iv) That the Manager of the Real Estate Division of the City Clerk's Department be authorized to proceed with the disposition of the subject lands to the abutting owner at market value;

Cont'd ...

Proposed Closure: Rear of #85 Mountain Avenue

Cont'd...

v) That the applicant provide a 12m easement to the Region for the existing 900mm combined sewer in the subject walkway;

vi) That the applicant provide an easement in favour of Bell Canada for their overhead plant in the subject walkway;

vii) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from M. McManus to close a portion of the north/south assumed alleyway at the rear of his property #85 Mountain Avenue. The applicant is requesting closure of the alley in order to construct a single family dwelling fronting onto Amelia Street.

On 1996 October 9, the City's Committee of Adjustment reached a decision with regard to a severance application for #85 Mountain Avenue. A requirement of that decision was that the applicant finalize the alley closure. Notice of appeal to the Ontario Municipal Board was limited to 1996 November 5 and no appeals were posted.

City Council on 1996 December 10, in approving Item #1 of the 16th Report of the Transport and Environment Committee, provided closure of the portion of the north/south alley from the north limit of #85 Mountain Avenue northerly to Glenfern Drive.

A further agreement between the applicant, some area residents and the City was reached on 1997 March 25 regarding the removal and replacement of trees in the area. The applicant has committed to a tree preservation plan with the City.

Cont'd....

Proposed Closure: Mountain Avenue

Cont'd ...

This Department has circulated a notice of closure to the abutting property residents/owners and the affected municipal departments and the public utility companies.

The results are as follows:

i) Neighbourhood Response;
Total Number Circularized - 57
In Favour - 4 Opposed - 6 No Response - 47

The residents who were opposed believed an additional house at the end of Amelia Street would cause the area to become over-congested, compromise the character of the neighbourhood, prevent use of that section of the alley, diminish the aesthetic values of their properties and result in a loss of green space. Although the concerns of these residents have been addressed by Committee of Adjustment, Ontario Municipal Board and some of the area residents, the six negative comments have not been resolved.

ii) Municipal Departments:

Although no municipal departments are opposed, the Region's Environmental Department requires a 12m easement for the existing 900mm combined sewer within the closure limits.

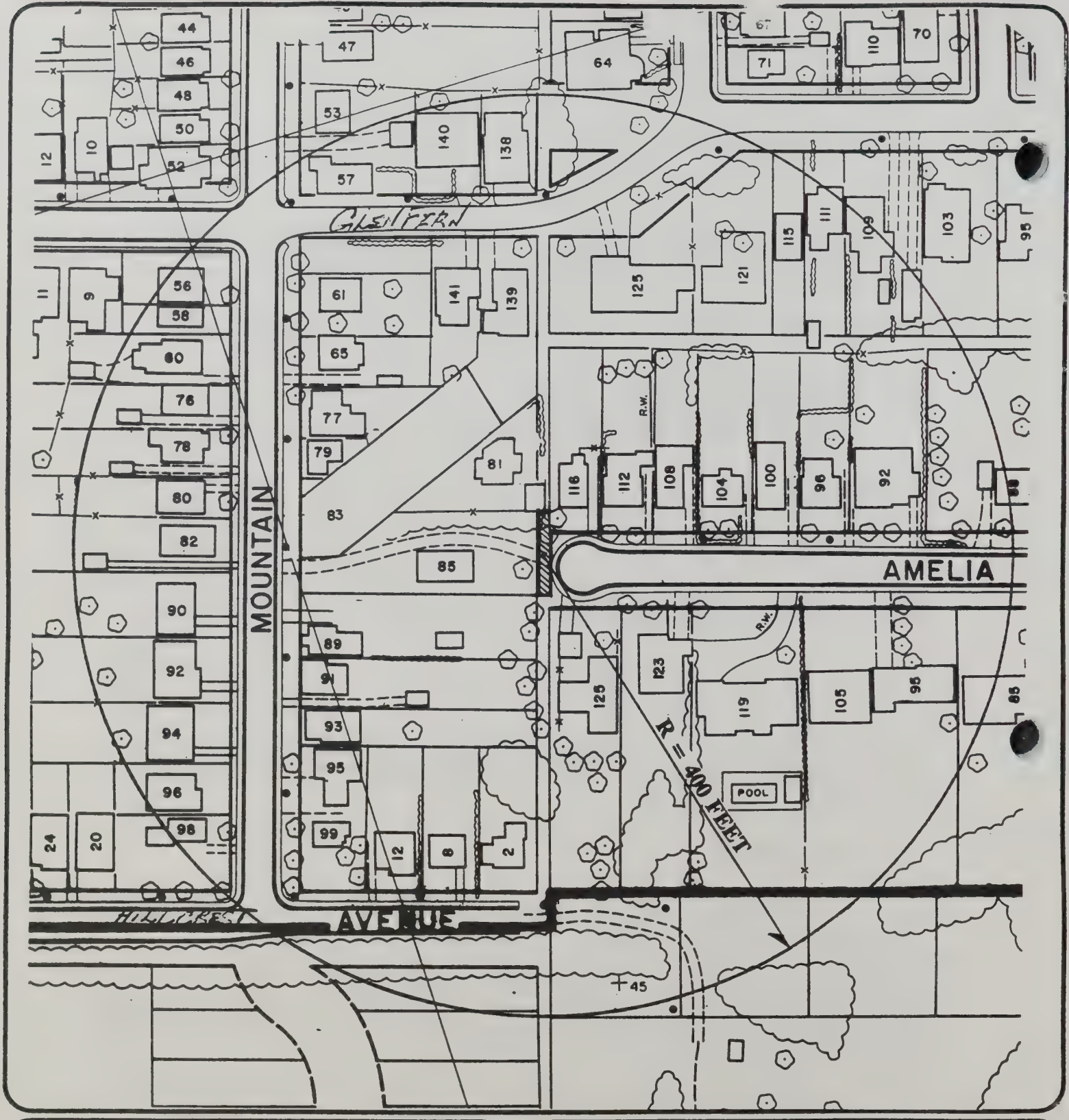
iii) Public Utilities:

No objections. Bell Canada will require an easement to protect an existing pole line within the closure limits.

As a result of the previous Council approval to close the north/south alley south of Glenfern Avenue, the decision reached by the Committee of Adjustment, and the applicant's signed commitment to a preservation plan, this Department is in favour of the closure application.

JKC:

cc: M. Watson, Manager City of Hamilton Property Department
cc: A. Zuidema, Law Department
cc: K. Lau, Roads Department



LOCATION PLAN

FOR PROPOSED PUBLIC ALLEYWAY CLOSURE

Regional Municipality of Hamilton-Wentworth
Transportation / Enviromental Services Group
Roads Department

Legend

AREA OF PROPOSED PUBLIC ALLEYWAY CLOSURE

North	Scale	Reference File No.
	Not to Scale	T103-03(345)
	Date	
	Nov. 4,1996	

The Regional Municipality of Hamilton-Went

POLICE SERVICES BOARD

1(e)

Board Members

Bernie Morelli, Chair
Surinder Ahluwalia
Dennis Concordia
Terry Cooke
Mary Lou Dingle
Judi Emerson
Tom Jackson
Robert C. Prowse, Secretary

May 8, 1997

Kevin Christenson
Secretary
Transport and Environment Committee
City of Hamilton Clerk's Department
Hamilton City Hall

Dear Mr. Christenson:

Re: Graffiti Prevention, Prohibition, and Abatement By-law

On behalf of the Hamilton-Wentworth Regional Police Services Board, I respectfully request an opportunity to appear before the members of the Transport and Environment Committee to make a short presentation on the prevention, prohibition and abatement of graffiti.

As a backgrounder, I should tell you that on January 27, 1997 the Police Services Board received a draft By-law on graffiti prevention, prohibition and abatement. Following the approval by the Board, the By-law was directed to Regional Legal Services for review and for subsequent referral to Regional Council for approval and implementation after revisions were made, such that the By-law was satisfactory to the Commissioner of Legal Services.

As a result of the review of the legal framework governing property damage, property maintenance and related matters, it was the conclusion of the Regional Legal Services that the Regional Municipality of Hamilton-Wentworth has no legal authority to enact a By-law to prevent, prohibit, or abate graffiti, and that any such authority lies within the area municipalities.

It is the hope of the Police Services Board that the City of Hamilton will give favourable consideration to enacting a By-law to prevent, prohibit and abate graffiti in the City of Hamilton and it is to this end that I request an opportunity to appear before the Committee, to make them aware of a number of issues surrounding this problem within our community.

... 2

119 King Street West, 15th Floor, P.O. Box 910, Hamilton, Ontario L8N 3V9
Telephone (905) 546-4140 • Fax (905) 546-2546 • TDD 522-1787

I have enclosed for your information, a copy of a draft By-law for your review, which I would be more than pleased to discuss with the members of your Committee if my request to appear is granted.

Thanking you in advance for your prompt attention to this matter, I remain,

Yours very truly,

Dennis Concordia
Vice-Chairman
Hamilton-Wentworth Regional Police Services Board

DC/st c:\police\Memos\Misc.97

cc: Chairman and Members, Police Services Board
Chief R. Middaugh, Regional Police Service
Secretary R. Prowse, Police Services Board

BY-LAW NO.

BEING A BY-LAW TO PREVENT THE UNSIGHTLINESS OF PROPERTY BY PROHIBITING THE PLACEMENT OF GRAFFITI, REQUIRING THAT PROPERTY BE KEPT FREE OF GRAFFITI, AND LIMITING THE POSSESSION OF AEROSOL SPRAY PAINT CONTAINERS AND BROAD -TIPPED INDELIBLE MARKERS.

WHEREAS, the City/Town of _____ finds and determines that graffiti often contains messages of hatred, racism and gangwar which contributes to neighbourhood deterioration, is a primary form of gang communication and turf identification which plays a direct part in the escalation of violence and property damage, and constitutes a public nuisance which must be abated to avoid the detrimental impact of such graffiti on the City/Town and its residents, to destroy the communication system for gangs and other vandals, and to prevent its further spread;

NOW THEREFORE the City/Town of _____enacts as follows:

1. In this By-law:

   "Abate" means remove, correct or mitigate.

   "Graffiti" means one or more letters, symbols or marks, howsoever made, on any structure or thing but does not include marks made accidentally or any of the following:

   a) a sign, public notice or traffic control mark authorized by the Regional Municipality of Hamilton-Wentworth or any area municipality, by By-law or otherwise;

   b) a public notice authorized by provincial or federal legislation;

   c) in the case of private property, a letter, symbol or mark authorized by the owner or tenant of the property on which the letter, symbol or mark appears.

2. No person shall place graffiti, or cause graffiti to be placed, on any wall, fence, building, or other structure or surface located on real property which is visible to the public, or adjacent to a street or to other public [or private] property

3. No owner or occupant of real property shall permit graffiti to be placed on any wall, fence, building, structure, or other surface that is located on real property which is visible to the public, or adjacent to a street or to other public [or private] property.

4. Every owner and every occupant of real property shall at all times maintain free of graffiti any wall, fence, building, structure or other surface that is located on real property which is visible to the public, or adjacent to a street or to other public [or private] property.

5. No person may possess a aerosol spray paint container or broad-tipped indelible marker on any private property unless the owner, agent /manager, or other person having control of the property has consented to the presence of the aerosol spray paint container or broad-tipped indelible marker.

6. Where real property is not maintained in accordance with this By-law, and the property is not occupied by its owner, the City/Town may enter the property and remove the graffiti, provided that the City/Town first gives at least 10 days notice to the owner by way of registered mail to the last known address of the owner determined by reference to municipal tax roles, or by posting a Notice upon the subject property.

7. A Notice shall identify the property in violation, generally describe the location of the graffiti, and direct that the graffiti shall be abated within 10 days of receipt of the Notice. The Notice shall further state that in the event that the owner fails to abate the graffiti within the time period specified in the Notice, the City/Town shall abate the graffiti and bill the owner for the cost thereof. Accounts which are unpaid shall be referred for collection in accordance with legal collection methods, or in the alternative, the charges associated with the abatement may be added to the tax role relative to property in the municipality which the owner is responsible for payment for, and collected in like manner as municipal taxes.

8. Any person who contravenes any of the provisions of this By-law, or permits any act in contravention of any provision of this By-law, or neglects to do or refrains from doing anything required to be done by any provision of this By-law, or commits an action in violation of any provision of this By-law, is guilty of an offence and shall be liable to the penalties imposed herein.

9. Any person who commits an offence under this By-law is liable to the imposition of a fine of not less than $100.00 and not more than $5000.00 for each offence.

10. Nothing in this By-law is intended to preclude or interfere with the laying of criminal charges nor with proceedings under any federal or provincial statute in relation to the conduct addressed herein. Furthermore, it is not the purpose nor intent of this By-law to prohibit authorized or legal artwork nor to prohibit the lawful possession or use of aerosol spray paint containers or broad-tipped indelible markers.

11. The short title of this By-law is the Graffiti Prevention, Prohibition and Abatement By-law.

13. This By-law shall come into force and take effect on the day it is passed.

PASSED and ENACTED at the _____ in the _____

this _____ day of _____, 1997

_____ _____

CITY OF HAMILTON BY-LAW GRAFFITI PREVENTION PROHIBITION and ABATEMENT

INTRODUCTION

This By-Law provides a procedure for the prevention, prohibition, and abatement of graffiti in order to reduce blight and deterioration within the CITY OF HAMILTON and to protect the public health and safety. Graffiti is obnoxious, often contains messages of hatred, racism and gang warfare which contributes to neighbourhood deterioration. Graffiti as a primary form of communication and turf identification plays a direct part in feeding violence, damages property, and constitutes a public nuisance. It must be abated immediately to avoid the detrimental impact, to disrupt the communication system for gangs and other vandals, and prevent the further spread of graffiti. Graffiti has a more subtle, but no less profound, impact on the aesthetic quality of a community and the psychological well-being of citizens. Communities that do not develop measures to deter and prevent graffiti may find themselves confronting a lower quality of neighbourhood life in the future.

"Rule No. 1 - Graffiti left untouched perpetuates itself - a provocative demanding response. The best weapon appears to be instant removal, preferably within 24 hours. A graffiti abatement study was conducted in a major U.S. city in 1990. In Area "A", a community effort was launched to clean up graffiti and this continues. In Area "B", property owners were initially contacted at the start of the project and encouraged to clean up existing graffiti. No further effort was made. At this time Area "C" has yet to be addressed. Monitoring for a one year period showed that Area "A" reduced graffiti by 77% and suffered a 2% recurrence rate. Area "B" had a 1% reduction in graffiti and a 12% recurrence rate. "*Anti-Graffiti News March 1996*

Often graffiti is meaningless - a single oversize word in a non-existent language - but it is almost always menacing. Look almost anywhere in the world to see what happens if it is left unchecked. *Anti-Graffiti News March 1996*

The Problem

"Tagging and to a lesser degree, gang and hate graffiti, have expanded in a handful of Canadian cities from being isolated eye sores to the stage of becoming public issue of crime and economic decay". 2. Anti-Graffiti News March 1996

Graffiti has hit Hamilton-Wentworth with a vengeance. Examples of gang, hate, and nuisance type graffiti can be found all over the Region. The Red Hill Creek expressway's East/West section was struck particularly hard. Several of the new bridges had been entirely covered and the expressway is not even half completed.

The proliferation of graffiti on the somewhat isolated expressway predictably migrated to higher visibility in the malls on Upper Ottawa and Upper Gage. On 19 October 1996 the Hamilton Spectator headlined, "Students fear youth gang" and "Gang graffiti covers walls of a building on Upper Gage Avenue." Thousands of dollars in graffiti eradication costs were borne by the mall owners.

Hate Crime graffiti was found by the Clairmount Access off ramp to West 5th St. The "Rebel White Army", "SMASH M.O.G. Multicultural Occupation Government", slogans and swastikas were found on the side walls of the raised roadway and were visible to walkers on the James Street steps and the Bruce Trail.

The City of Hamilton and Regional Public Works Departments have worked closely with the Street Crime Unit in identifying targeted areas and have responded quickly to the problem. Establishment of a Graffiti Abatement By-Law would enhance the commitment of Public Works to more effectively respond to this developing community problem. The Boards of Education have also responded quickly to the emerging problem in our schools.

At Bruce Park two youths were arrested for Mischief Under $5,000 after they had covered the recreation building with graffiti.

GRAFFITI TASK FORCE
COMMUNITY STRATEGY FOR THE PREVENTION AND ABATEMENT OF GRAFFITI

Community Based Solution

The establishment of local organizations to solve local problems has a long history in Hamilton. The Graffiti Task Force was developed as a community initiative to address the expressed concerns of residents and businesses. One community group has expressed a desire to approach graffiti removal in their neighbourhood as an opportunity to both beautify the community and give it a safer feel. There is merit for the Graffiti Task Force from both a commercial and community enhancement perspective.

More recently, strategies to include economic components in community based endeavours have received support from the Federal, Provincial and Municipal Governments. A key component in most successful models is the ongoing involvement of public sector funders. Municipalities suffer the most direct and evident results from the social, economic and visual impact of graffiti.

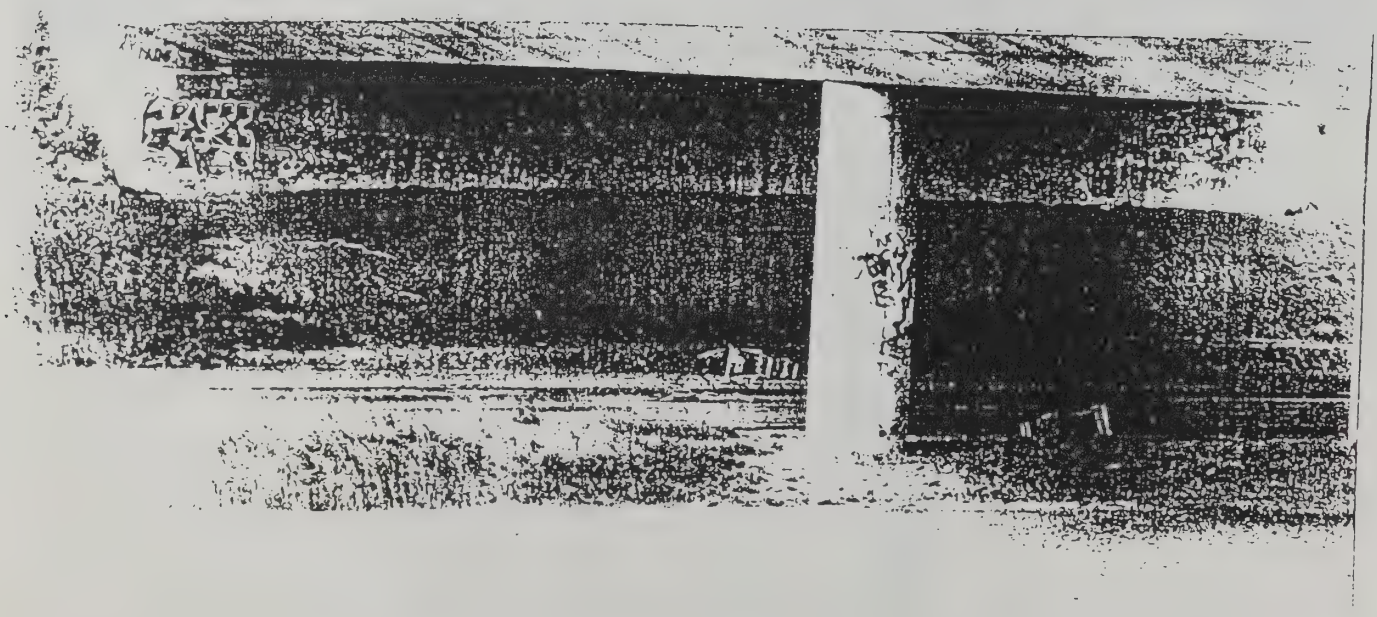
Many larger urban centres have augmented conventional approaches with a variety of community based activities on the premise that graffiti is essentially a reflection of social change that requires a much broader approach. The theory is that as a reflection of changing social values, the issue is not simply a matter of enforcement and removal but must also include efforts at diversion and education.

In order to further address the systemic nature of the graffiti problem in Hamilton the Hamilton-Wentworth Regional Police should work closely with the Graffiti Task Force on the issue of educating youth regarding the negative impact of graffiti.

CITY OF HAMILTON BY-LAW GRAFFITI PREVENTION PROHIBITION and ABATEMENT

GRAFFITI PHOTOGRAPHS

1. Bruce Park
2. East-West Expressway
3. High School gangs
4. PINSTRIPE gang East-West Expressway
5. PINSTRIPE gang Upper Gage
6. SPECTATOR Gang graffiti covers walls of a building on Upper Gage
7. Lawfield Shopping Center - Action Planned
8. Gang Graffiti on railway car
9. Hate Graffiti at Jewish Synagogue
10. Hate Graffiti Expressway and West 5th
11. Hate Graffiti at High School
12. Vandal graffiti GRM in various City locations




FUCK UP THE CORN

STEEL
CITY BOYS


PIN
STRIPS

Clawing for a win

Cats beat Winnipeg 25-15 at Ivor Wynne. E1

Double the terror

Stephen King has two new horrors out for Halloween. W6



Happy 25th Mickey!

Disney World in Florida is marking its 25th anniversary. D6

Students fear youth gang

Police worry violence will escalate and want scared kids to talk

By JIM HOLT
The Spectator
HAMILTON

A youth gang terrorizing students at four Mountain high schools during the past year has accumulated charges of extortion, assault, robbery, threatening and attempted murder.

Hamilton-Wentworth police are grappling with how to encourage frightened teen victims to testify against gang members.

The Pinstripes is a gang of 25 to 60 high school students, most of them 14 to 16 years old. It is blamed for a savage attack on a 19-year-old man Oct. 11 and a recent near-fatal shooting that resulted in one member being charged with attempted murder.

In the beating incident, when the 19-year-old left school, six to eight gang members jumped him. He suffered severe bruising, his face was badly swollen and he needed stitches to mend his ear. His attackers left when a female motorist jumped from her car. A 16-year-old is charged with assault causing bodily harm.

Police stopped short of identifying the attempted murder as the Aug. 6 Dundas shooting of Farah's store clerk Khaled Mujber, in which four young men are charged.

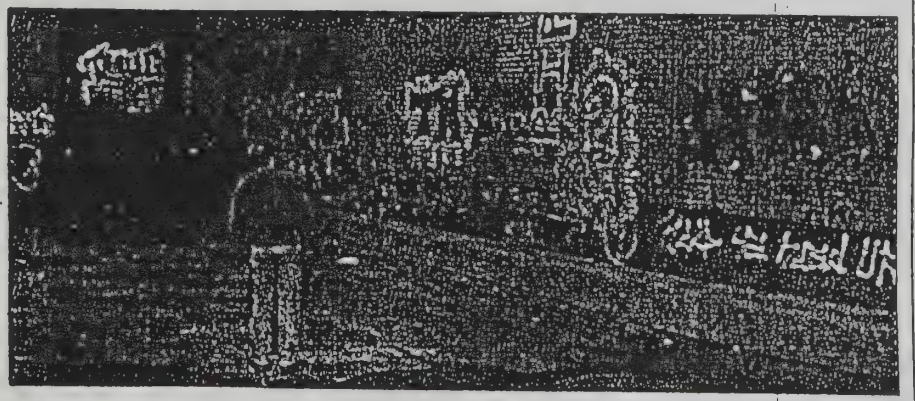
"We've heard from a lot of kids that they're too afraid to testify against these gang members," said Detective Bruce Graham.

"We will marshal whatever resources are available, ones we normally use in tackling traditional organized crime, to convince these victims to come forward."

Although Pinstripe members attend other schools such as Sherwood, Hill Park and Brebeuf, police are paying particular attention to those at Barton Secondary School, Det. Graham said.

School principal Paul Murphy, aware of the Pinstripes, wants intimidated students to phone Crime Stoppers.

"I've met with parents and what they're saying is, 'Can my kid go to school safely?' We have taken some action and we have suspended some kids."



Gang graffiti covers walls of a building on Upper Gage Avenue.
Paul Hourigan, The Spectator

Students Courtney Harrop, 20, and Julie McIsaac, 16, have formed an anti-violence group and are organizing an anti-violence rally in response to last week's attack. Police, meanwhile, are trying to eradicate gang activity before it escalates. Graffiti, marking their territory, is visible throughout the central and east Mountain, Det. Graham said.

Smaller gangs have written graffiti messages, many of them racial epithets, over the Pinstripes' logo.

Racial graffiti and "signing" — the personal signature of gang members — has police worried that gang activity is increasing and, with it, the potential for violence.

Since June, youth squad officers have photographed several examples of disturbing graffiti on the Mountain, much of it of a white-supremacist nature.

"This part of gang activity has been a great cause for concern for us," said Detective Steve Cook.

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NEWSLETTER

PUBLISHER Volume No. 1 Issue No. 1 Date October 21, 1996

Lawfield Shopping Center

You may have read in the Hamilton Spectator about the gang activities in the Hamilton area. A local gang known as the "Pinstripe Gang" has been actively expanding their territories by defacing buildings with graffiti. These markings are a sign to other groups and students at the local schools that they have taken jurisdiction to this territory. The content is based largely on the "rap" message and is countered with "white supremacy" philosophy.

Our plaza is the center of this activity, more particularly, the adjacent plaza at Peter's Convenience store.

Action Planned

The Management of Lawfield Plaza has met with the local police together with the Executive of Amity Goodwill Industries. We have reviewed the problem and discussed a tactical plan designed to halt this abusive and counter-cultural activity.

We will begin with the removal of the present graffiti on the loading dock wall. We will coat the surface with a silicone based product which will make the removal of all future graffit a simple power wash exercise.

During Hallowe'en we will man the front of the plaza to prevent any vandalism.

We have agreed to co-operate with the local "heat" squad of the Regional Police Dept. Constable Ed Lum "Street Crime Unit" is our liason officer. He can be reached at 546-3809/546-3831 or paged at 1-416-553-5080.

We are commited to apprehending and prosecuting these vandals to ensure that Lawfield Shopping Center is a safe place to work and shop.

If you have any questions please contact me at 905-634-9700 and if you witness any vandalism please do not take any direct action.....contact the Police immediately!

Neil McLaughlin

00 9056349700 NEIL R MCLAUGHLIN


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PEARL JAM
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REBEL
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Hate symbols raise their ugly heads at Orchard Park

By MARK NEWMAN
News Staff

Regional police are treating the spray-painting of Croatian graffiti at Orchard Park Secondary School on DeWitt Road very seriously.

"Any crime that's related to hate crime will be investigated," said police Inspector Jim McGreal of the vandalism last week.

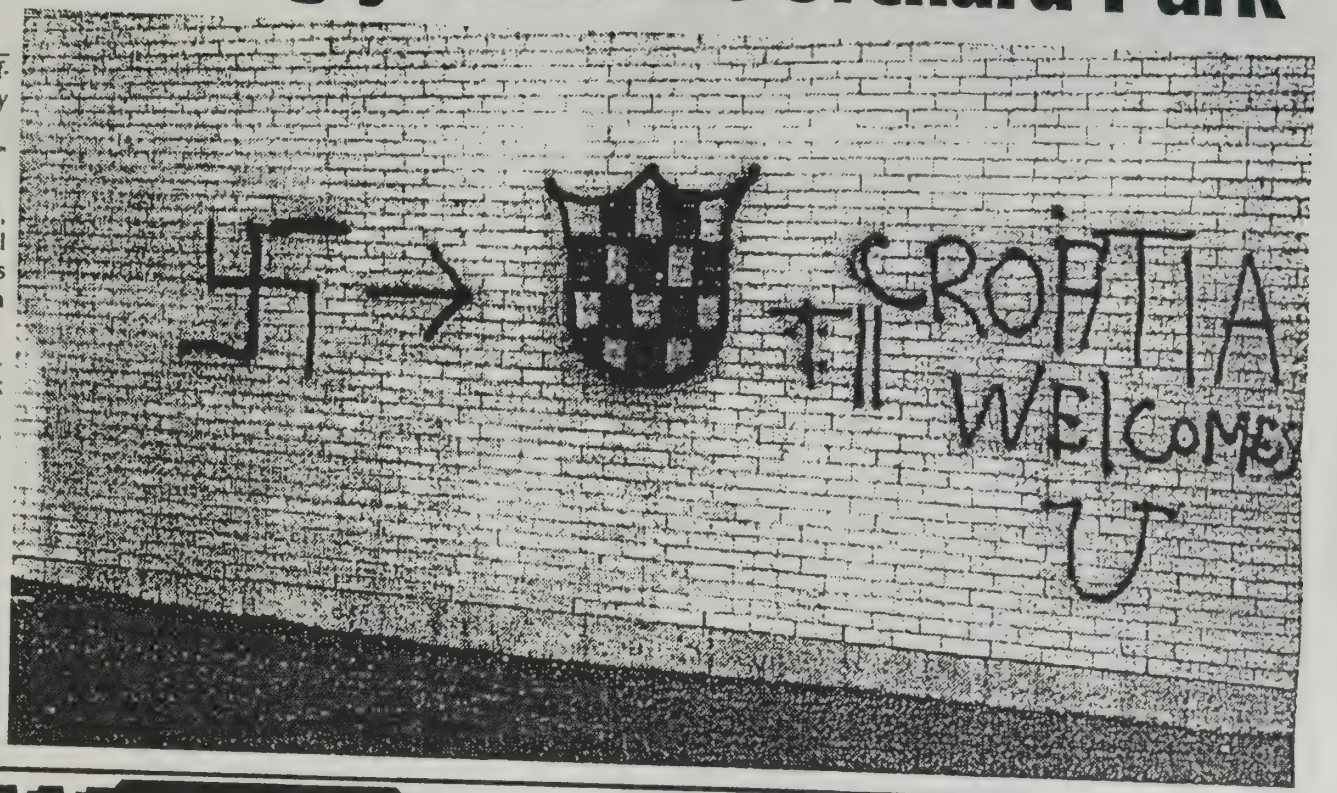
During the night of Dec 12, vandals, using black spray paint, defaced the yellow brick walls around the back of the school and the courtyard area with a number of symbols and messages including a swastika. The graffiti also contained anti-Serbian messages.

The police street crime unit is now looking in to the case. Officers were expected back at the school this week to speak with staff and students.

"One incident leads to another if it's not nipped in the bud," Insp McGreal said.

The vandalism came as a surprise to school officials.

"It's being considered as an act of vandalism," said Stoney Creek public school trustee Eileen Kowalyshyn. "There's no ethnic problems being reported."



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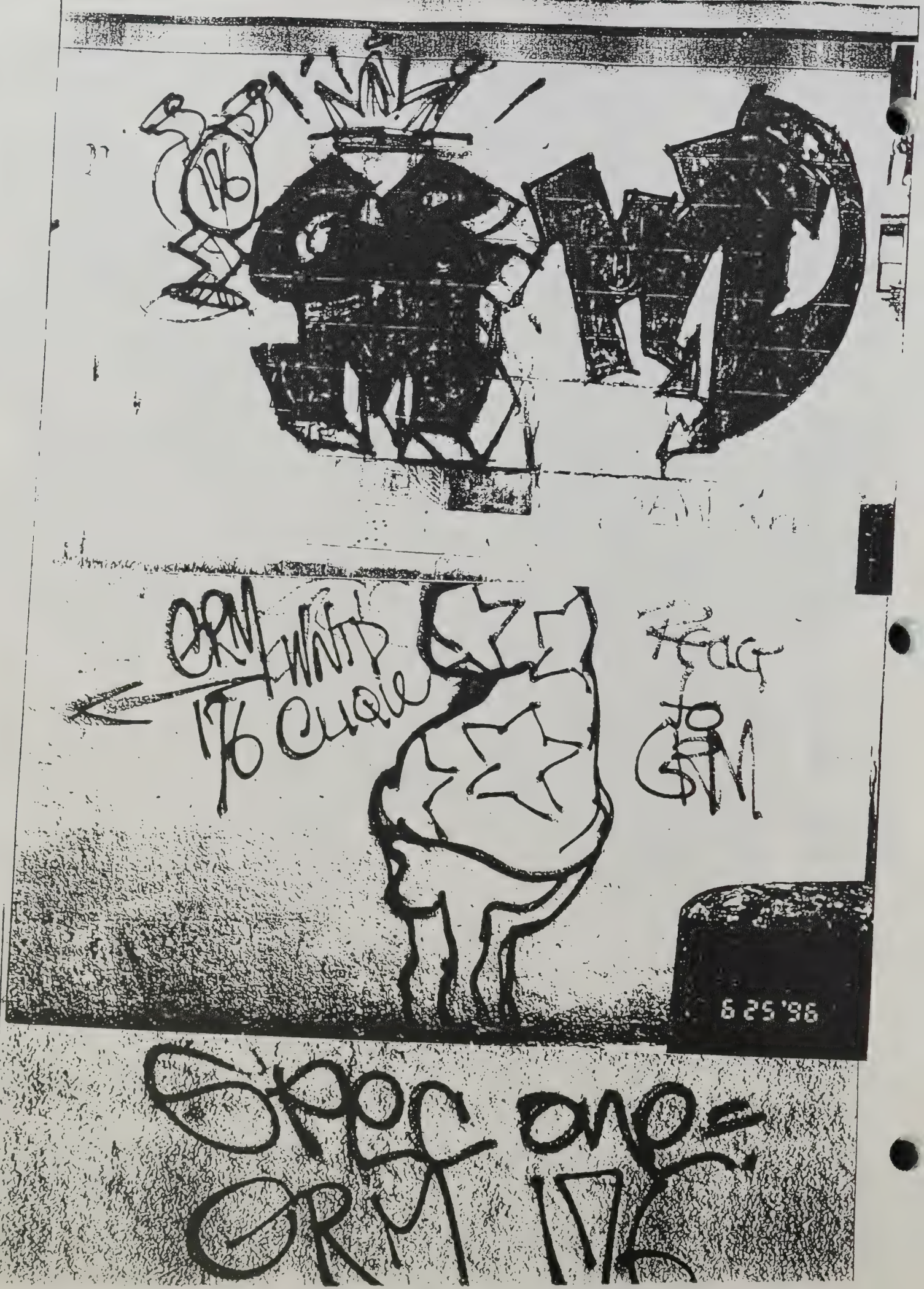
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7 TO 10 lbs. 1.29 lb.
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IMPORTED FROM ITALY PALLANTE PASTA Assorted Varieties .69¢ 300g
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LOIN VEAL CHOPS 3.99 lb.
LARGE BREADED SHRIMP While Quantities Last 4.99 lb.
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BONELESS EYE OF ROUND ROAST 2.29 lb.
PEAMEAL BACON or PRIME RIB ROAST 2.99 lb.
FRESH WHILE QUANTITIES LAST RABBITS 2.59 lb.
LEAN GROUND BEEF or PORK 1.69 lb.
FRESH RIB EYE or N.Y. STRIPLOIN STEAK 3.99


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CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 11

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Retaining Wall Reconstruction Proposal - Jackson Street West Rear of Wesanford Place**

RECOMMENDATION:

a) That the Commissioner of Public Works and Traffic be authorized to reconstruct the failed retaining wall on Jackson Street West in a fashion which reinstates its visual heritage characteristics and meets current engineering practices and;

b) That in order to ensure that the retaining wall is reconstructed to meet the City of Hamilton's heritage and engineering standards, the full financial responsibility for the reconstruction be borne by the City, in an amount estimated to be $150,000 and;

c) That the Finance and Administration Committee be requested to recommend an appropriate source of funding and;

d) That the Region's Commissioner of Transportation be requested to undertake these works on behalf of the City with the exception of the tree removals and replanting, and the removal and reinstatement of the historic stone facade and;

e) That the Commissioner of Public Works and Traffic be authorized to remove five trees which cannot be preserved during the reconstruction of the wall, recognizing that two of these trees are private and have the consent of the property owners and that the remaining three are City trees and further that all five will be replaced by replanted large caliper trees on the adjacent road allowance at a combined cost of $5,400 being a component cost of the overall project estimate of $150,000 and;

f) That the City of Hamilton enter into an agreement with the Brick Layers' and Masons' Local 1 and LIUNA Local 837 satisfactory to the City Solicitor to manage performance and liability matters such that the Brick Layers' and Masons' Local 1 and LIUNA Local 837 may undertake the removal and reinstatement of the heritage stone facade as a training exercise for apprenticing masons at a cost not to exceed $20,000 being a component of the overall project estimate of $150,000 and;

g) That in return for, and as a condition of the City agreeing to reconstruct this retaining wall, the four abutting homeowners who's residences are known municipally as 2, 6, 10 and 14 Wesanford Place, shall be required to grant the City an easement, (for $2.00) in a form satisfactory to the Commissioner of Public Works and Traffic and to the City Solicitor, under which,

(i) the City is permitted to install and maintain within a portion of each homeowner's abutting rear yard (not exceeding thirty feet from its Jackson Street lot line), such parts of the replacement retaining wall, its foundations and related appurtenances as may be required, including grading the said portion of the abutting homeowner's rear yard;

(ii) each abutting homeowner shall agree to refrain from taking any action or making any improvements within 30 feet of their Jackson Street lot line which may interfere with the structural stability of the City's replacement retaining wall, including, no heavy loads, alterations to drains and grades established by the City, etc.;

(iii) the City is also permitted a temporary easement upon the balance of each homeowner's lot, (in addition to the said permanent easement in the said thirty foot portion), for the purpose of working on installation of the replacement retaining wall with its equipment, workers and supplies;

(iv) the Mayor and City Clerk be hereby authorized to execute the said easements in favour of the City, which easements shall be registered on title to each abutting property.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are several By-Laws and Acts which provide guidance on establishing jurisdiction over the collapsed retaining wall and a subsequent formula for funding its repair. These guidelines include the Streets By-Law, the Property Standards By-Law, the City's Retaining Wall Loan By-Law, the Municipal Act and the Local Improvement Act.

These various guidelines indicate that there are a range of jurisdiction/funding formulas which could be interpreted. They range from 100% private to 100% public jurisdictions.

It is recommended that this retaining wall be treated on its own particular merits when establishing the jurisdiction and hence it is forwarded in this report as 100% City of Hamilton responsibility for the following reasons:

- the retaining wall was constructed by the original owners of "Wesanford" mansion in the late 1800's with no record to illustrate for or against the City's involvement at that time.
- the wall is approximately 75% on civic lands.
- the retaining wall serves both the private property owners and the adjacent land owner, the City.
- the retaining wall is the last remaining landmark from the Wesanford Estate once owned by Senator W.E. Sanford and does have historic and aesthetic value. The City's involvement in the restoration can ensure its reinstatement as a quality feature in our downtown.
- there is an opportunity, through the City's participation to form a valuable training exercise partnership with the Federal Government's Human Resources Development Corporation and the Brick Layers' and Masons' Local 1 and LIUNA Local 837 to provide needed skills development opportunities for youths, journey workers and tenders.

From a legal perspective the unique characteristics of this retaining wall restoration project are such that the adoption of the recommendations in this report shall not prejudice other retaining wall issues.

The Law Department is requested to prepare and execute an agreement between the Brick Layers' and Masons' Local 1 and LIUNA Local 837 to manage performance and liability matters.

BACKGROUND:

At its meeting held on May 5, 1997 the Transport and Environment Committee reviewed a report which outlined various jurisdiction and funding options pertaining to the failed Jackson Street retaining wall. The Commissioner of Public Works and Traffic was instructed to report back with a reconstruction proposal.

Subsequently, Regional Engineering and Public Works staff have developed a proposal which would provide a poured concrete wall, with a facade comprised of the existing limestone stonework and iron railing.

There is a unique opportunity that can be implemented through the recommendations contained in this report to reinstate the visual heritage attributes of this wall while providing skills upgrading for journeymen and entry level training in the construction industry for youths.

The Brick Layers' and Masons' Local 1 and LIUNA Local 837 have proposed a partnership with the City of Hamilton and the Federal Government's Human Resources Development Corporation. This partnership arrangement would provide skills upgrading for journeymen and training for 30 youths.

The total funding proposal for the training is $54,490. Of this amount $20,000 would come from the City of Hamilton to be used for the removal and reinstatement of the existing limestone facade onto the new retaining wall. The amount of $20,000 is equal to the engineers construction estimate for this component of the project.

The City of Hamilton's participation in this partnership proposal facilitates the flow of Federal training dollars and in conjunction with our funding, the Brick Layers' and Masons' Union with LIUNA Local 837 can provide a unique and needed training opportunity in Hamilton.

Further details of the partnership proposal as prepared by the Unions is attached as Schedule A.

The Business Manager of the Brick Layers' and Masons' Union will be in attendance at the June 16th Transport and Environment Committee to respond to any questions concerning the training partnership component of this proposal.

CFE/rb
attachment

c.c. P. Noé Johnson, City Solicitor
c.c. A. Ross, City Treasurer

Schedule 'A'

Executive Summary

Joint Program Proposal

Brick Layers' & Masons' Local 1 &

LIUNA Local 837

SKILLS UPGRADING AND ENTRY LEVEL TRAINING IN THE CONSTRUCTION INDUSTRY

STONEWORK RESTORATION

June, 1997

Executive Summary

Joint Program Proposal

Brick Layers' & Masons' Local 1 and LIUNA Local 837

Outline

This proposal is made jointly between the Brick Layers' & Masons' Local 1 and LIUNA Local 837 . Our locals have a history of working together both on the job and in training initiatives. The well defined roles of the mason and the tender in construction make combined training a natural fit in skills training.

We have designed a training plan that brings the city of Hamilton, Public Works Department as an partner and offers the opportunity for young people to learn much and earn a little in the bargain. In addition to upgrading the skills of our journeyworkers, we intend to provide and equal number of motivated youth with the chance to participate in the health and safety and hands - on training and receive a two week job placement.

Retirement, demographic imbalances and market demand have made recruitment an issue for both locals. Those applying for membership in our locals and other young workers that may be interested in the construction industry in general will have a unique opportunity to evaluate our industry as a possible career for themselves.

The Hamilton Public Works Department brings to the proposal an offer to make funds available to the project that would allow the participants to be paid workers for the last two weeks of the program. In these last two weeks, the participants will be using their new skills to restore a downtown landmark. The retaining wall on Jackson Street, made for the hand cut limestone of a old mansion has recently collapsed and the general consensus is that a modern retaining wall should replace to old one. However, to maintain the character of the community and the historically significant stonework, the PWD is willing to hold aside the portion of the budget that would be used to replace those stones and offer these funds for wages to those in the program.

This arrangement permits the local contractors to bid for the retaining wall project and does not risk inadvertently putting any of our members out of work. This removes any chance of conflict in the broader community and at the same time permits us to propose this unique training opportunity.

Rationale

Due to the prolonged downturn in traditional commercial construction our contractors have diversified, as a matter of survival, into new areas of work such as restoration. They need to know that the skills are available before they can bid in earnest on such projects as this type of stonework restoration. Restoration of older masonry structures will become more frequent as the interest in preserving historically significant sites continues to grow and the cost of new construction remains high. Keeping pace with labour market demands, shifting work force demographics, the newer technologies and products, and health and safety regulations keeps our contractors competitive, and our members healthy and employed.

To fill the skills gap produced by retiring and exiting workers our locals need to began systematic outreach initiatives within the community to promote industry / career awareness and attract and select workers to enter our trades.

Overview of Project Training Plan

The following illustrates the projected time frame for the program and some of the various curriculum components and areas of competency to be covered. Once Hamilton City Council's approval is obtained and the project time line is coordinated with the contractor, the masons and tenders would remove on - site, identify and catalogue the stone which still stands, clean and palletize the pieces. The stones would then be removed to a site where they it can be laid out, repaired and tagged for re - installation.

The masons and tenders would vacate the site while engineering and concrete work is carried out by the contractor, (approximately 2 -3 weeks). The participants will work on smaller restorations projects, practicing the techniques to be used to reinstate the wall. One such task would be to remove and replace deteriorated brick on the Victorian red brick house used by the bricklayers for offices. Other suitable small projects will be considered.

When the concrete replacement wall is complete the trainees will return and install the historic stonework on the face of the retaining wall. This will be a paid work component, where the workers will be able to exemplify and master the skills learned in the first part of the program. All in class training (industry awareness, technique & theory, CPR, Health & Safety) would be done during this period in at the Brick Layers Hall and Labourers Training Centre.

Community Impact

We have worked to bring new community partners with resources to the training process. Learning and earning opportunities for workers and youth have been maximized in the program design. Both locals view this unique project as a chance to make a difference for both unemployed and entry level workers and to leave behind a permanent, positive contribution to the broader community that demonstrates our commitment to value and quality in training.

STONE WORK RESTORATION & RESIDENTIAL "RED BRICK" MASONRY & MASON TENDING

BUDGET

Training Costs	**LIUNA**	**BL&M**
Project Manager		
4 days @ 360	1440.00	
4 days @ 390		1560.00
Instructors		
1 @ 280 / day x 30	8400.00	
1 @ 310 / day x 30		9300.00
Instructional Materials: 50 x 32	1600.00	
Total:	**11440.00**	**10860.00**
Material & Supplies:		
Construction Waste	500.00	
Fuel	250.00	
Equipment Repairs & Maintenance	575.00	
Small & Misc. Tools	350.00	
Brick Stock	1000.00	
Equipment Rental		
Skid Steer Loader: @ 2 weeks	800.00	
Hoist	2000.00	
Mortar & Sand	2250.00	
Total:	**3862.50**	**3862.50**
Safety Equipment:		
Hard Hats: 30 @ 30.00	450.00	450.00
Work Boots: 30 @ 105.00	1575.00	1575.00
Gloves: 2 pr. / wk. x 30 x 6 wks. @ 3.00 ea.	540.00	540.00
Safety Glasses: 30 @ 14.00	210.00	210.00
Hearing Protection: 30 @ 20.00	300.00	300.00
Coveralls: 30 @ 35	525.00	525.00
Respirators /Dust Masks 30 @ 20	300.00	300.00
Total:	**3900.00**	**3900.00**

	LIUNA	BL&M
Trainee Tools:		
Hammer, tape measure, chalk line, Adjustable wrench, string line, Tool bag; 14 @ 150.00	2100.00	
Slickers (2), Trowels (2) String line and Block, grout rake, Tool bag: 6 @ 200		1200.00
Total	**2100.00**	**1200.00**
Training Area Rent	**2625.00**	**1000.00**
Administration:		
Telephone, Fax	335.00	335.00
Trainee Insurance	850.00	
Equipment Insurance	425.00	
Office Maintenance	595.00	
Office Rent	400.00	
Bookkeeper / Secretarial 8 hours per week @ 6 weeks plus 25 hours pre / post @ 25.75 [w/b pkg]	1725.00	
Administrative Coordination	1770.00	
Bookkeeper / Secretarial 6 hours per week @ 6 weeks plus 10 hours pre / post @ 25.75 [w/b pkg]		1185.00
Office Costs		350.00
Administrative Coordination	1270.00	1500.00
Total:	**7370.00**	**3370.00**
Separated Grand Totals	**31297.50**	**24192.50**
Grand Total:	**55490.00**	

Overall per diem @ 30 trainees: $ 61.65

3(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 6

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Pilot Project - Mountable Curb Replacement**

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to undertake a pilot project in 1997 towards resolving the outstanding mountable curb replacement list currently at 89 locations, through a procedure which laminates a new layer of concrete over top of the existing driveway approach, in lieu of the existing practice of complete approach and sidewalk removal and replacement.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Department of Public Works and Traffic has a current budget allocation of $21,000 for mountable curb replacement. The current practice of completely removing the section of mountable curb and sidewalk which forms the driveway approach has an average cost of approximately $1,000 each. It is envisioned that the proposed pilot project format will result in costs of $150 to $200 each.

The revised format could facilitate the completion of 100 locations per year as opposed to 20 to 25 under today's program.

BACKGROUND:

The City of Hamilton has a program to replace mountable curb driveway approaches that are deemed by the property owner to be too steep. When the approaches are too steep cars can hit bottom on the approach and possibly cause damage to the vehicle and sidewalk.

Today's program places the requesting property owner on a first come first served waiting

list. There are currently 89 locations on the waiting list. At a rate of 25 per year this list will stretch into 1999 to complete and there are new requests received on an ongoing basis.

Approval of the recommendation in this report will authorize a one year pilot project to undertake the curb repairs in a new format. High performance concrete products are available which have necessary characteristics to allow a successful lamination and bonding over top of the existing concrete curb approach.

The "too steep" gradient of the approach can be blended to a smoother transition in an aesthetically appropriate fashion.

The new format was completed on three approaches in 1995 and they have stood the performance test of two years service. Since 1995 the cost for the procedure has dropped dramatically such that it is now our recommendation to improve this public service through the new format.

The work will be undertaken by our Public Works employees using a small crew trained for this service.

The outcome of the pilot project will be reported to the Transport and Environment Committee for its consideration prior to the commencement of the 1998 construction season.

CFE/rb

3(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 10

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Increased Cost for a Local Improvement Project Dulgaren Street from Upper Sherman Avenue to Approximately 72m Easterly Finished Roadway and Curbs**

RECOMMENDATION:

a) That the City's share of the cost of the local improvement finished roadway and curbs on Dulgaren Street from Upper Sherman Avenue to approximately 72m easterly be increased from $35,350 to $45,350 and that this additional $10,000 being part of the provision of the City's share of Local Improvement projects be financed from the 1997 Capital Levy (Account Centre No. CH22002).

b) That the Commissioner of Public Works and Traffic be authorized to prepare a By-law in a form satisfactory to the City Solicitor for enactment by Council to carry out the necessary amendments to By-Law 93-201.

J.W. Lobo .

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision in the amount of $250,000 for 1997 has been made for the City's share of Local Improvements in the 1997 to 2006 Capital Budget. The approval of this increased cost will reduce the balance available in the City's share to $164,548.48.

The construction of a finished roadway and curbs on Dulgaren Street was intended to follow the construction of underground services on this section of road allowance. A decision was made in 1993 to delay the construction due to a development slow down of the lands east of Upper Sherman that this roadway would serve.

It would be prudent to construct this roadway now since development is proceeding in this area. The works have been tendered and in order to complete all works as proposed an additional $10,000 is required.

BACKGROUND:

The works were approved by Council on June 29, 1993 under Item 51 of the 8th Report of the Transport and Environment Committee. By-Law 93-201 was approved on September 28, 1993.

RPM/rb

c.c. A. Ross, City Treasurer
c.c. N. Adhya, Treasury
c.c. P. Noé Johnson, City Solicitor
c.c. S. Reeder, Secretary, Finance & Administration Committee
c.c. D. Y. Onishi, Director, Design & Construction, Transportation Department

3(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 10

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Downtown Hamilton Improvement Plan**
Sidewalk Reconstruction - North Side King Street between James Street and Mary Street

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be directed to implement the reconstruction of the City sidewalks on the north side of King Street from James Street to Mary Street in accordance with the attached Appendix "A".

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective the reconstruction of the sidewalks will be funded from the approved Downtown Hamilton Improvement Plan 1997 capital budget of $2,546,000. The preliminary estimate for sidewalk reconstruction for both sides of King Street from James to Mary is $582,000.

The cost of sidewalk reconstruction of the south side of King Street is $258,210.50 plus GST and contingency. The detailed cost for the north side is unavailable at this time and will be forwarded to the Transport and Environment Committee for consideration upon the closing of tender and recommendation for award of construction contract, at a subsequent meeting.

From a staffing perspective, the project design and implementation team has representatives from virtually all City and Regional departments. This multi-disciplinary team approach is essential to the successful facilitation of the diverse issues and tasks associated with this project.

BACKGROUND:

At its meeting held on March 18, 1997 City Council approved the concept proposal and capital funding for Phase I of the Downtown Hamilton Improvement Plan.

One of the more significant elements in the plan is the reconstruction of the City sidewalks. This component of the project is planned for undertaking in two phases. The first phase with the south sidewalks scheduled for replacement commencing June 9, 1997 and finishing by mid July.

The north side walkways will be reconstructed late summer of 1997 in accordance with the successes of the first phase, through a subsequent reporting to the Transport and Environment Committee.

Working within the existing curb lines the interlocking paver surface will be removed and replaced with poured concrete incorporating urban braille, floral islands and functional arrangements of site furniture. Higher maintenance standards are achievable, by design.

Approval of the recommendation in this report formalizes the detailed plan Appendix "A" for these new walks facilitating implementation upon the subsequent award of construction contract. The following is a summary by major category of the features, plan details and issues associated with this work.

Sidewalk Details

- Maintain existing curb lines, replacing any damaged curbs and provide highest standard wheelchair ramps at all intersections.

- Use traditional poured concrete in the natural light colour and provide proper drainage, safe pedestrian friendly textures, improve level of maintenance ie. sweep, wash, clear snow, pick-up litter.

- Arrange site elements such as benches, litter containers in groupings.

Incorporate Design Criteria for Urban Braille Including:

- A two metre wide unobstructed main clear pathway

- Provide alternate clear routes minimum of 1.5 metres, wherever possible around major obstructions such as outdoor cafes.

- All obstructions such as site furnishings, hydrants, trees, flower beds to be outside of the clear zones.

- Use the lightest colour concrete for the main walk and highlight seating areas containing majority of obstructions, with darker contrasting colour.

- Delineate an inner and outer shoreline or border for the clear pathway using a textured dark charcoal boundary 10" (.25 m) wide.

- Delineate decision nodes/features with textured, charcoal pattern.

- Provide street name plates within the sidewalk at intersections.

Floral Beds

- Create substantial plantings at key areas such as corners, seating nodes.

- Remove existing "tub" planters and install rolled curb style beds within the sidewalks.

- Install irrigation systems wherever possible and hide the irrigation controllers from view.

- Plant bold displays of annuals for colour and show.

- Use the flower beds in "off seasons" for other seasonal displays (each bed has hydro).

Tree Preservation

- Existing trees must be preserved.

- Some existing trees are too small and are poorly located and will be transplanted to other park settings, then replaced by larger 6" (.15 m) caliper trees.

- Use a 6 foot (1.8 m) oversize tree pit to accommodate existing and new trees.

- Install suspended tree grate system for air and water movement and blend the tree grates with the sidewalk treatment, with custom made surface pavers using the same concrete as the sidewalks.

- Reduce construction stress on existing trees ahead of the sidewalk work with remedial trimming, removal of deadwood, ingrown wires and deformities.

- When an existing tree does not match the planned sidewalk configuration, then have this plant exist "offset" in the surface tree pit such that any future replant ties in exactly with the plan.

Tree Removal

- It is inevitable that the sidewalk reconstruction project is the "best ever" time to remove trees that really should be removed.

- There are two trees which would be removed, regardless of sidewalk work. They are not healthy nor safe.

- There are three additional trees that are recommended for removal to incorporate the objectives of the walkway system and pedestrian amentities.

- Fortunately none of these individuals are the larger size trees which can be found downtown and most are no larger than the new trees which will be planted to replace them.

- Any tree which is slated for removal has been documented as to exactly why. A photographic record will be kept and will be available for review at, and subsequent to the meetings of the Transport and Environment Committee.

Proposed Construction Schedule

North Side of King Street East - From James Street to Mary Street

Scope
- sidewalk improvements including wheel chair ramp improvements where necessary
- decorative lighting installations*
- irrigation, planting bed preparation
- other infrastructure replacements being reviewed for co-ordination with tender
  - watermain replacement and/or improvements, services, valves and hydrants
  - sewer services to be investigated

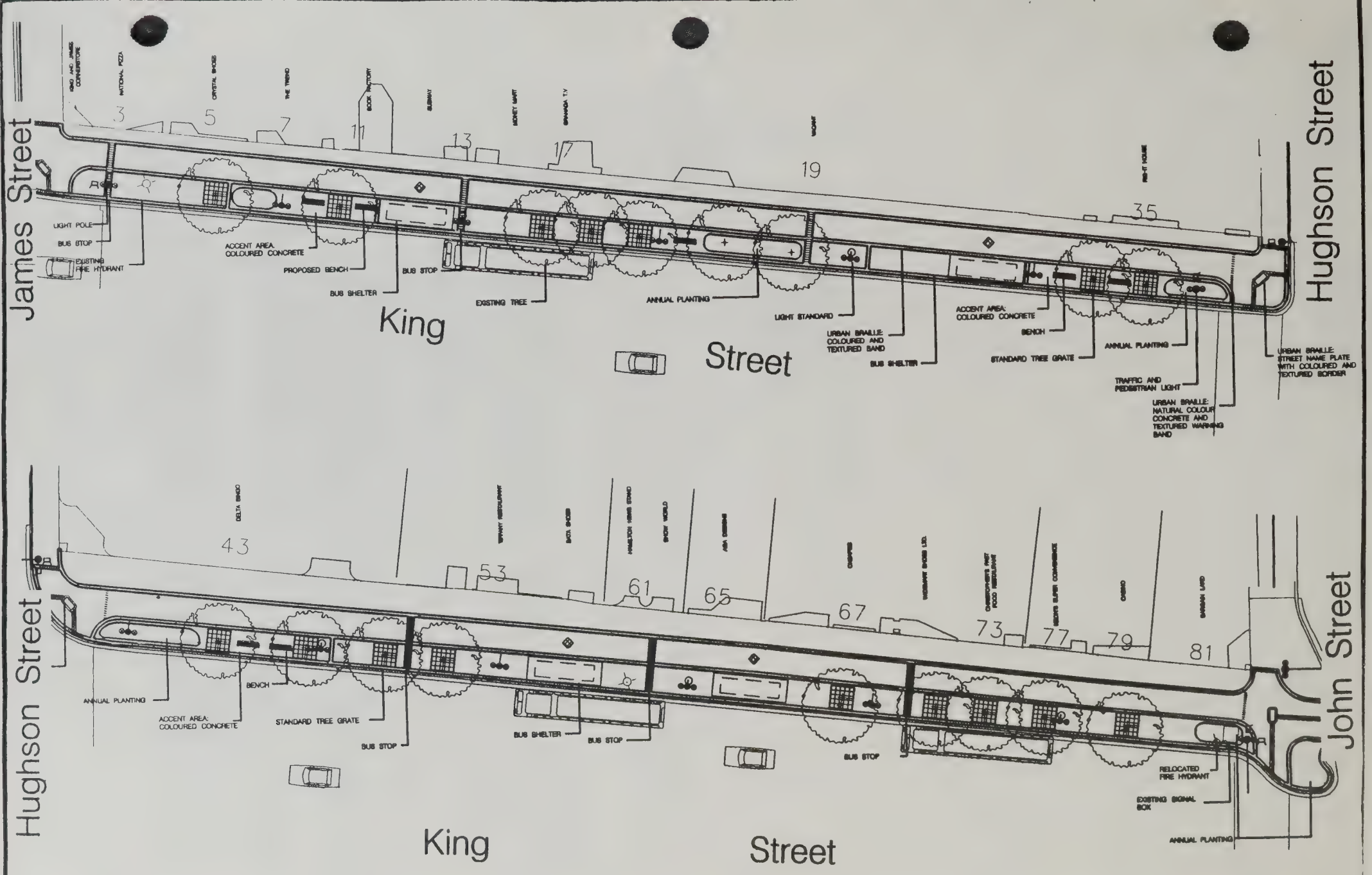
When
- construction start date: approximately August 18, 1997
- duration: 5 weeks

NOTE: At present, Union Gas and Hamilton Hydro have notified us that they have proposed works to be done in this area (both south and north sides). Additional utility co-ordination is ongoing.

* decorative lighting pole and fixture installation subject to delivery schedule.

CFE:PSU/rb
attach.

c.c. Mayor R. Morrow
c.c. All Members of Council
c.c. Management Team
c.c. Downtown Improvement Plan Project Team



City of HAMILTON

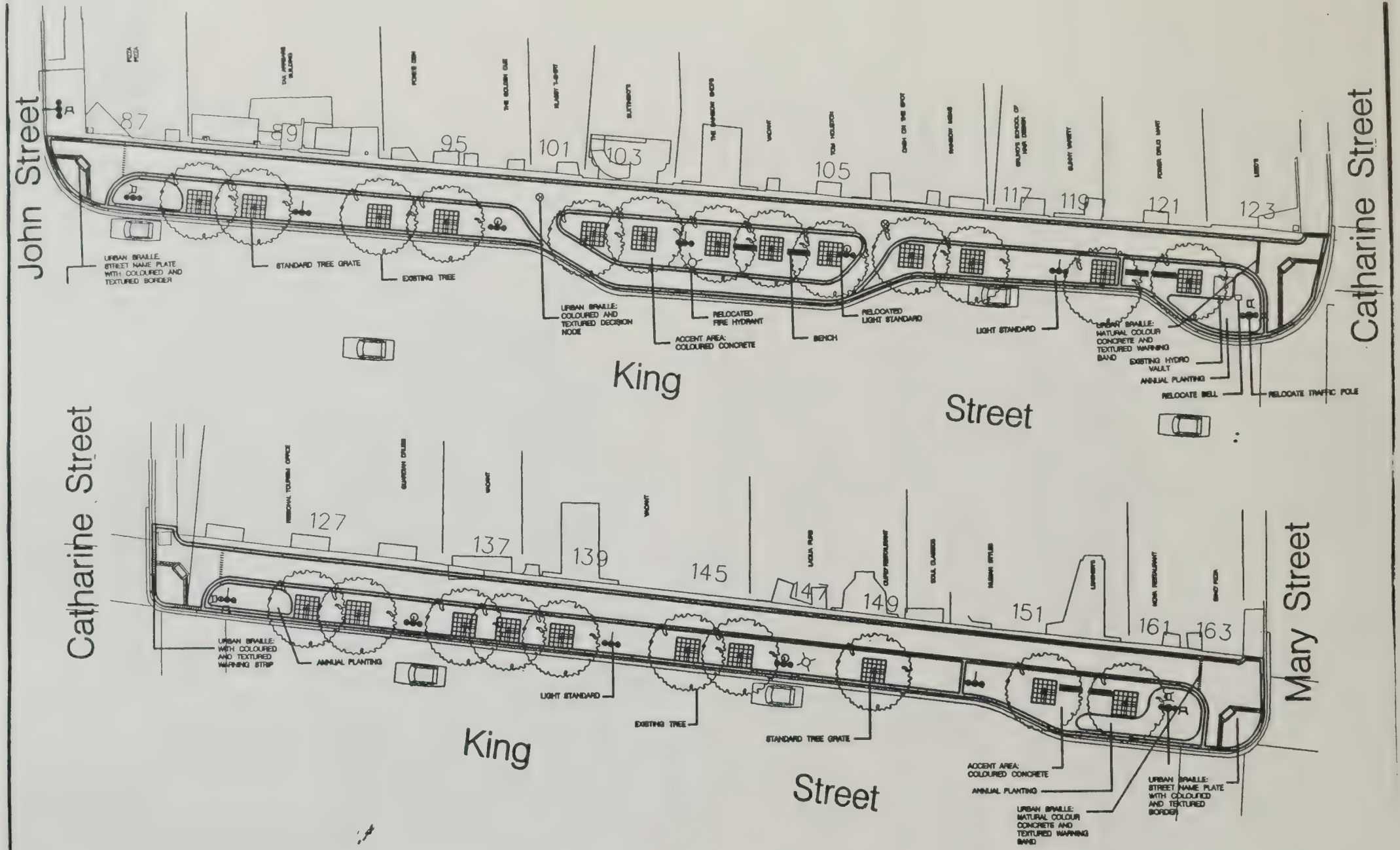
Project "Restore The Core"
Downtown Hamilton Improvement Plan (Phase 1)

Title PROPOSED LAYOUT - NORTH SIDE OF KING ST. JAMES TO JOHN

Date June 10, 1997

Scale 1:400

Dwg. No. 2/2



City of HAMILTON

Project "Restore The Core"
Downtown Hamilton Improvement Plan (Phase 1)

Title PROPOSED LAYOUT - NORTH SIDE OF KING ST. JOHN TO MARY

Date June 10, 1997

Scale 1:400

Dwg. No. 2/2

3(ixe)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 10

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo, Commissioner
of Public Works and Traffic

SUBJECT: Downtown Hamilton Improvement Plan - Phase I - Award of Contract for Supply of Garbage Receptacles, Steel Tree Grate Frames, Cast Tree Grate Inserts, Cast Bicycle Rings and Cast Benches

RECOMMENDATION:

a) That a purchase order be issued to Maglin Furniture Systems, Woodstock, Ontario, in the amount of $18,356.50 plus applicable taxes and contingency for a total of $26,859.98 for the supply of garbage receptacles for the redevelopment of King Street East between James Street and Mary Street, being the lowest acceptable tender received in accordance with specifications C16-2297; and

b) That a purchase order be issued to Trystan, Ayr, Ontario, in the amount of $4,800.00 plus applicable taxes and contingency for a total of $6,670.00 for the supply of cast tree grate inserts for the redevelopment of King Street East between James Street and Mary Street, being the lowest acceptable tender received in accordance with specifications C16-2297; and

c) That a purchase order be issued to Toronto Fabricating & Mfg. Co., Mississauga, Ontario, in the amount of $2,100.00 plus applicable taxes and contingency for a total of $3,565.00 for the supply of cast bicycle rings for the redevelopment of King Street East between James Street and Mary Street, being the lowest acceptable tender received in accordance with specifications C16-2297; and

.../2

d) That a purchase order be issued to Maglin Furniture Systems, Woodstock, Ontario, in the amount of $39,855.60 plus applicable taxes and contingency for a total of $51,583.94 for the supply of cast benches for the redevelopment of King Street East between James Street and Mary Street, being the lowest acceptable tender received in accordance with specifications C16-2297; and

e) That the above purchase orders represent components of the Downtown Hamilton Improvement Plan - Phase I in accordance with specifications C16-2297 issued by the Purchasing Division and Vendor's tender, and be financed from Capital Funds Account number CF 5207 609755033; and

f) That the Mayor and City Clerk be authorized to execute the associated contracts in a form satisfactory to the City Solicitor.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The tender for supply of garbage receptacles, steel tree grate frames, cast tree grate inserts, cast bicycle rings, and cast benches prepared by the Purchasing Division as Contract No. C16-2297 closed 1997 May 30. A total of six bids were received. A summary spreadsheet and analysis of the tender results is attached as Appendix "A". No bids were received with this contract for the steel tree grate frames. Bids are forthcoming.

From a financial perspective, components of this tender will be funded from the approved Downtown Hamilton Improvement Plan 1997 capital budget of $2,546,000. The cost of these components is within the preliminary estimate for site furnishings for both sides of King Street from James to Mary Streets.

There are no staffing implications. The Law Department will be requested to prepare the necessary contract agreements.

BACKGROUND:

On 1997 March 18, City Council approved the Downtown Hamilton Improvement Plan, a five phase plan to improve the various streets, alleys, building facades and provide special events in the downtown core and a capital budget of $2,546,000 for Phase I to be implemented in 1997. This component of the plan will see site furnishings arranged to create nodes including bus shelters, garbage receptacles, benches etc., allowing an unobstructed clear zone for pedestrian activity and the urban braille system.

.../3

The following summarizes this design component.

-remove all existing furnishings including benches, litter containers, notice boards, planters, advertising bike racks
-newspaper boxes to be grouped and/or combined in structure or with bus shelters
-install new heritage benches with wood slats
-use decorative garbage receptacles with rubbermaid insert for easy removal of garbage
-locate bike rings/racks outside the limits of the urban braille
-install tree grates with custom pavers for uniformity

Work will be completed July 31st, 1997.

dl PSU/

attach

cc. Robert M. Morrow, Mayor
All Members of Council
Management Team
Downtown Improvement Plan Project Team

DOWNTOWN HAMILTON IMPROVEMENT PLAN - PHASE I

SUMMARY OF CONTRACT C16-2297

SUPPLY OF GARBAGE RECEPTACLES, STEEL TREE GRATE FRAMES,
CAST TREE GRATE FRAME INSERTS, CAST BICYCLE RINGS, CAST BENCHES

Description	Trystan	Modern Ornamental	Heritage Casting	Toronto Fabricating	John Hauser	Maglin Furniture
Garbage Receptacle	$38,950.	$39,000.	$24,350.	$24,750.	$34,625.	$18,356.50
Steel Tree Grate Frames	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid
Cast Tree Grate Inserts	$ 4,800.	No Bid	No Bid	No Bid	No Bid	$11,250.
Cast Bicycle Rings	$ 4,170.	No Bid	$ 2,850.	$ 2,100.	$ 3,900.	$ 2,868.90
Cast Benches	$61,140.	No Bid	$43,620.	$45,000.	$47,250.	$39,855.60

NOTE: Applicable taxes and contingency are extra

3(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 29
File No. TEC-105-97 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Downtown Hamilton Improvement Plan - On-street Parking in the Downtown Core

RECOMMENDATION:

That the following City initiatives be approved to maximize on-street parking and to improve overall parking conditions in the downtown core:

a) That parking meters be installed on the following City Streets:

   i) east side of Mary Street from King Street to King William Street (3 hour duration)

   ii) north side of King William Street from John Street to Wellington Street (3 hour duration)

   iii) west side of Catharine Street from Jackson Street to Rebecca Street (1 hour duration), except during rush hours

   iv) west side of Jarvis Street from King William Street to the southerly end (3 hour duration); and

b) That Regional Council be requested to install parking meters on the following Regional Roads:

   i) south side of York Boulevard from Bay Street to east of MacNab Street (1 hour duration)

   ii) north side of the north branch of King Street in the bay immediately west of Catharine Street (30 minutes duration)

iii) west side of John Street from Rebecca Street to King William Street (30 minutes duration)

iv) north side of Main Street from Walnut Street to Ferguson Avenue (30 minutes duration) except during rush hours

v) north side of Main Street from John Street to Catherine Street (30 minutes duration) except during rush hours; and

c) That Regional Council consider installing 1 hour parking meters on the north side of York Boulevard from Bay Street to James Street on an interim basis at least until the completion of the Region's Downtown Transportation Plan; and

d) That, in accordance with the request of the International Village BIA, the duration of the existing parking meters on the east side of Jarvis Street from King William Street to the southerly end be changed from 2 hours to 3 hours; and

e) That, in accordance with the request of the International Village BIA, the Regional Council be requested to change the duration of the existing parking meters on both sides of King Street from Mary Street to Wellington Street from 30 minutes to 1 hour; and

f) That Regional Council be requested to implement a "One Hour Parking Time Limit" (signed) in the bays on the south side of the south leg of King Street from James to John Streets and "No Parking - Loading Only" on the south side outside of the bays for a temporary period of about ten weeks commencing 1997 June 22, while H.S.R. buses are being rerouted away from Gore Park; and

g) i) That a taxi stand to accommodate five taxis be designated on the north side of the south leg of King Street in front of the Royal Connaught Howard Johnson Plaza Hotel, and that Regional Council be requested to remove the existing four taxi stands from King Street in the area between James and Catharine Streets.

ii) That the Commissioner of Public Works and Traffic be authorized to remove five trees and five flagpoles in front of the Royal Connaught Howard Johnson Plaza Hotel to facilitate the taxi stand change, recognizing that Hotel management is in favour of this action; and

h) That the City Traffic By-law 89-72 be amended to reduce the minimum "No Stopping" clearances at traffic signals to 20 feet and that Regional Council be requested to reduce the minimum traffic signal clearances on Regional roads accordingly; and

i) That the hourly rate for parking meters on City streets in the downtown core area (bounded by Bay, York/Wilson, Wellington and Jackson) be reduced from one dollar per hour to 50 cents per hour and that Regional Council be requested to reduce the rates on Regional roads accordingly; and

j) That the City Traffic By-law 89-72 be amended accordingly, including provisions for corner clearances at non-signalized intersections to be determined upon installation of the additional on-street parking meters.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The recommendation to install additional on-street parking meters on City streets and Regional roads will increase the amount of on-street parking in the core area by approximately 100 per cent. The increase in metered parking spaces is expected to off-set the reduced parking meter rates such that there will be no negative impact on the Hamilton Parking Authority's current revenue expectations. The Parking Authority has advised that sufficient funds and equipment are available to cover the cost of installing the new parking meters.

While the number of parking meters in the core area will be doubled, parking enforcement staff will remain the same, such that there will be an overall lower level of enforcement in this area, without any significant negative budget implications.

BACKGROUND:

City Council, on 1997 May 13, approved the following resolution: "That the Commissioner of Public Works and Traffic be directed to prepare a comprehensive report, in association with the Hamilton Parking Authority and the Regional Roads Department and in conjunction with the Downtown Revitalization Plan on various initiatives to increase the availability of parking in the downtown core". In discussing this matter with representatives of the affected BIA's and the general public it has been repeated time and time again that convenient and abundant on-street parking must be a necessary component of any downtown revitalization plan.

1. PARKING AVAILABILITY:

While traffic engineering authorities are in agreement that streets without on-street parking operate safer than streets where parking is allowed, many communities are taking measures to increase/allow on-street parking as part of downtown revitalizations.

Staff have reviewed every curb-face in the "core" area, which has been defined as the area bounded by Bay, York/Wilson, Wellington and Jackson, to identify areas where additional on-street parking might be allowed without any noticeable negative effects on public safety or traffic flow. Presently, there are approximately 200 on-street parking spaces in the "core".

a) City Streets

The increase in parking spaces on the City streets identified in the recommendation can be attained without any significant, negative effects from a traffic point of view. This could be accomplished by allowing parking on streets with surplus capacity for traffic flow and on streets where intersection corner clearances are reduced but safety concerns maintained.

On 1997 May 13, the City Council approved a recommendation of the Transport and Environment Committee to install six additional parking meters on the north side of Rebecca at the former GO Station Terminal. As well, there are a number of other various "adjustments" being made to existing parking meter layouts to maximize the number of spaces where City Council approvals are not required.

Presently, the Traffic By-law prohibits stopping within 75 feet of any traffic signal, and within 50 feet on the downstream side of a one-way street. However, staff have reviewed these minimum standards and determined that in many cases the parking could occur up to 20 feet of a signal, thereby adding parking spaces.

b) Regional Roads

There are a number of areas on Regional roads where parking could be allowed under current conditions, and which would be considered to be merely extensions or variations of existing uses (eg) Taxi Stands, loading/unloading, etc. vs. parking. Also, there are several locations on Regional roads where various minor "adjustments" can be made to maximize the number of existing on-street spaces, and staff will be undertaking these changes as Council approvals are not required.

Staff have received a request from the Hamilton Farmer's Market that parking be allowed on both sides of York Boulevard from Bay to James. Analysis shows that York Boulevard can operate satisfactorily with three lanes open at any time of the day. Presently, parking is prohibited on both sides of this five-lane roadway, and the south curb lane is continually occupied throughout the day with loading and illegal parking. Thus, allowing parking on the south side of York Boulevard would merely "legalize" an existing situation without any effects whatsoever on traffic movement.

From a traffic operational point of view, parking could also be allowed on the north side of this section of the street without any adverse effects to traffic flow under current conditions. However, the Region has approved the preparation of a Downtown Transportation Plan which will include a review of, among other things, parking in the downtown. Implementing major changes such as allowing parking on this arterial street would likely preclude other initiatives such as wider sidewalks, bus lanes, etc. Therefore, the Regional Council might consider allowing parking on the north side of York Boulevard, even on an interim basis, to be premature.

It has been determined that several additional on-street parking areas could be provided on King Street, in part, through consolidating the five taxi stand spaces in the core area into one 5-space stand on the south leg of King in front of the Royal Connaught Howard Johnson Plaza Hotel. Representatives of the taxi industry as well as the Connaught Hotel concur with this proposal.

There are conflicting demands by H.S.R. buses, couriers and private vehicles making deliveries and traffic flow in the south leg of King between James and John, which makes parking on this section of street impractical on a permanent basis. However, at least while H.S.R. buses are being rerouted for 10 weeks this summer, it would be possible to allow parking in the bays and to allowing loading and unloading to occur outside of the bays, without interfering with traffic movement. Since these spaces are considered to be only temporary at this time, it is recommended that the parking be unrestricted free parking since it would not be financially prudent to install parking meters for only 10 weeks and the representatives of the Downtown BIA have requested that a signed "One Hour Parking Time Limit" be implemented in this area to prevent all-day parking.

Staff is committed to working with the Downtown BIA over the summer in an attempt to control loading operations such that parking might be allowed in the bays after the H.S.R. buses return to this section of street.

The Regional Council recently approved allowing parking during the evening rush hour on the south side of King from Mary to Wellington. The International Village BIA has also requested that parking be allowed during the evening rush hour on the north side of the street and a positive staff recommendation is being forwarded to the 1997 June 17 Regional Transportation Services Committee.

2. PARKING METER RATES:

In addition to maximizing on-street parking spaces, concerns are continually being expressed about the parking meter rates, with some expressing the opinion that downtown parking should be free of charge. In fact, documents such as "Strong Medicine....A Prescription for the Heart of Hamilton-Wentworth" state that "the complaint that downtown shopping has 'no parking' should be addressed as both a price and convenience issue".

While the City and Regional Councils retain control over the rate structure of on-street parking meters, all parking meter revenue is accrued to the Hamilton Parking Authority. The current Hamilton Parking Authority budget was approved on the premise that no "free" parking programs would be offered. Free parking in the "core" streets alone would have serious negative budget implications to the Parking Authority in the order to $250,000 to $350,000 annually, and would more than likely result in requests for free parking in many other commercial areas. If the parking is not paid for by the user ("driver"), it must be subsidized from the general tax roll, and paid for by all taxpayers, regardless of whether they use the service or not. Thus, if consideration is to be given to "free" parking on and/or off-street, it is recommended that this be done in conjunction with the 1998 budget deliberations.

As a compromise between the Parking Authority's budget expectations and incentives to revive the downtown, the on-street parking meter rates in the core area could be reduced by 50 percent (from $1.00 to $.50 per hour) which is consistent with the parking meter rates in all other commercial areas of the City.

In the long-term, an overall strategy must be developed for on and off-street parking rates in the downtown core, and this issue will be dealt with in the Region's Downtown Transportation Plan.

3. PARKING ENFORCEMENT

Compliance with parking regulations is something which is not received voluntarily. Therefore, the purpose of parking enforcement is to deter motorists from parking illegally

for safety reasons, and to ensure that the various regulations are effective for the abutting land uses (ie. parking meters are intended to create a parking turnover in business areas). However, the public perception of parking enforcement has never been favourable.

Staff are recommending the following measures in an effort to improve the public's perception about parking enforcement in the downtown, as follows:

An additional grace time of about 10 minutes will be added to every parking meter such that motorists will have additional time to return to their vehicles before receiving a parking tag. Also, the Downtown and International Village BIA's have requested changes to the duration of the parking meters to more adequately suit the needs of the abutting businesses, and the recommendations presented include these changes.

Enforcement staff will not be increased in accordance with the installation of about 200 additional parking meters, such that the existing manpower will be required to cover larger areas and the result will be an overall lower level of enforcement in this area.

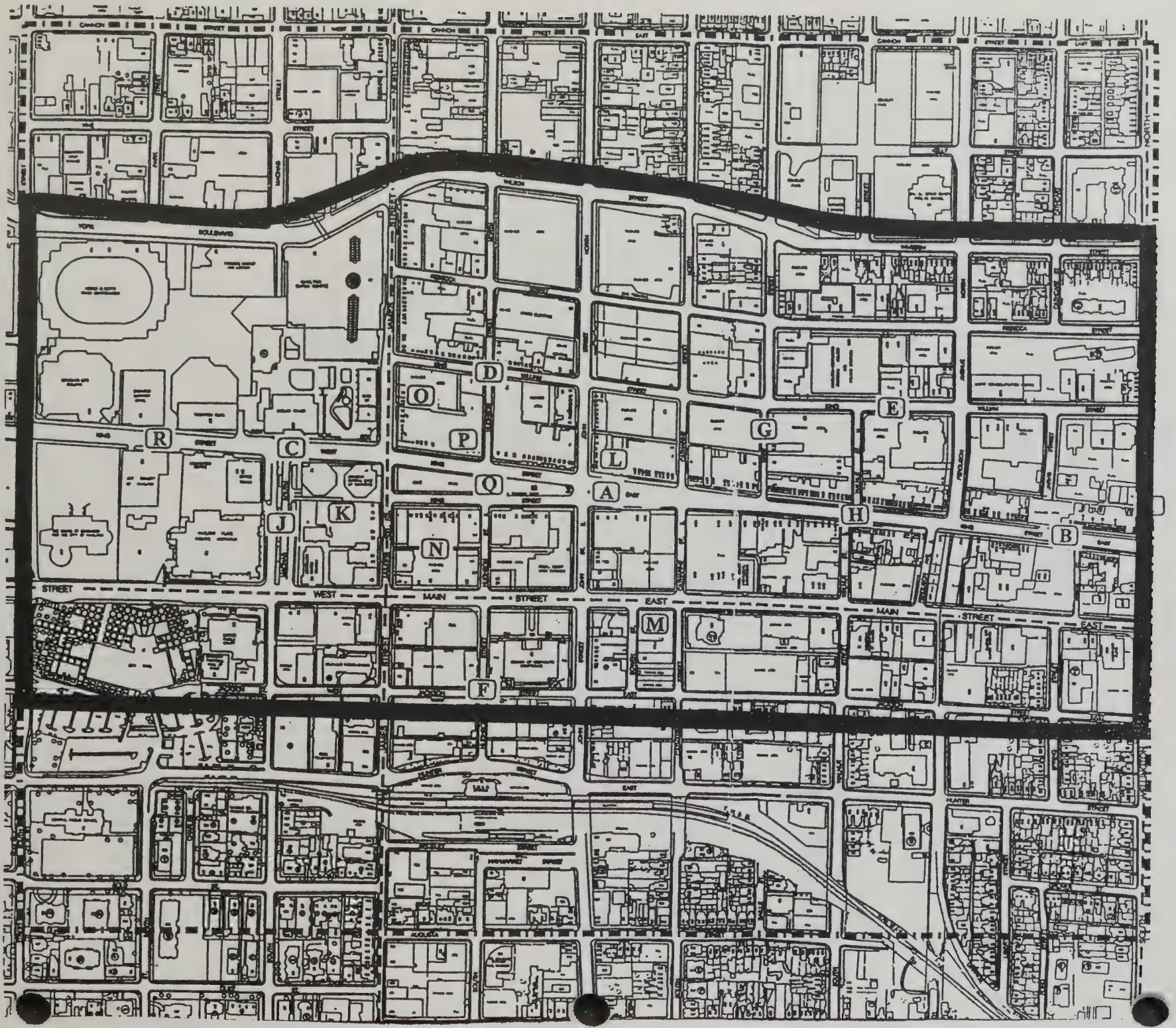
4. SUMMARY

In summary, the recommendations to increase on-street parking by 100 percent and to improve overall parking conditions in the downtown core have been developed in conjunction with Regional Roads and Hamilton Parking Authority staff, and are the result of extensive consultation with the International Village and the Downtown BIA's. However, it is acknowledged that "fine-turning" of the new parking areas may be necessary, and subsequent follow-up reports to both the City and Regional Committees may be needed.

Also, staff is committed to maintaining rapport with the Downtown and International Village BIA's in order to facilitate future requests for changes to the parking regulations in the downtown, and to be able to discuss and respond to concerns about such issues as parking enforcement.

MBH/kg

c.c. P. G. Baker, General Manager, Hamilton Parking Authority
E. M. Gill, P.Eng., Senior Director, Roads Division


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3(ii)(b)

CITY OF HAMILTON

- INFORMATION -

DISTRIBUTED FOR INFORMATION TO MEMBERS OF TRANSPORT AND ENVIRONMENT COMMITTEE.
MAY 28 1997 K. Christenson
DATE SIGNATURE

DATE: 1997 May 20
File No: TEC-098-97 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Traffic Safety Training in Elementary Schools

BACKGROUND:

The City Council, on 1996 November 12, directed staff to develop a Traffic Safety Training Program for elementary school students in Hamilton. Since then, we have been working on developing such a program, and wish to inform the Committee members of our progress on the matter.

The Traffic Safety Training Program for elementary school children has been endorsed by both the Public and the Separate School Boards, and has also received the support of the Hamilton Safety Council and the Regional Police. Such a program will allow the Regional Police to focus on other training areas such as street-proofing young children, etc.

The first official training sessions were held at George L. Armstrong Public School on 1997 May 15 and 16. Approximately 195 junior and senior kindergarten as well as grade one and grade two students attended these sessions. Instruction was conducted by staff of our School Crossing Section and included topics such as how to cross with a School Crossing Guard, how to cross at a traffic signal or stop sign and how to cross the roadway where there is no form of traffic control. Working props (ie. traffic signal) and handouts (ie. colouring books) were made available for the children. Information was also sent home for the parents on how to teach their children the proper ways to cross the street.

While the program is still in the development stages, to date it has been received with enthusiasm and support by everyone involved, and we look forward to carrying out the direction of the City Council in attempting to provide a safer environment for school-aged children.

MH
MBH/kg D. Lobo.

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

City of HAMILTON

TRAFFIC DIVISION
1st Floor, 71 Main Street West, Hamilton, Ontario, L8N 3T4
Tel. (905) 546-4510 / Fax (905) 546-2419

1997 May 14

DEAR PARENT(S):

Re: Pedestrian Safety Training

The School Crossing Office, with the co-operation of your school, recently conducted an educational session with your children regarding the safest manner in crossing City streets. These sessions have been kept very simple and are intended to **only** give your child an **introduction** to the basics of pedestrian safety.

We spoke about such things as the meaning of red, yellow and green at a traffic signal, walk and don't walk indications, what to look for when crossing the street and how to cross with a crossing guard. This information is not intended to make the children experts in crossing the street but only to begin the process of learning how to respond to various traffic situations.

Traffic safety experts agree the best education is provided by children's parents and must be on a repetitive basis. Attached you will find two documents which are for your information. The "Kidestrian" manual is a suggested method endorsed by this Department and is intended as a tool for parents. It has valuable information relating to how parents can educate their children with respect to crossing between parked cars, with a crossing guard, without assistance etc. The second pamphlet is titled "How to use your Intersection Pedestrian Signal". You will note in the pamphlet that there are answers to several questions received by this Department on a regular basis and we hope this will answer any questions you may have.

Exposure to traffic is a very real aspect of children growing up and it is imperative that they receive correct training and encouragement. Thank you for taking the time to review these documents and if you have any questions relating to pedestrian safety please feel free to contact the School Crossing Office at 546-2200.

Yours truly,

Martin B. Hazell, CET, CMM, AMCT(A)
Manager of Community Traffic Services

Henry Merling, Chairman
Transport and Environment Committee

Attach.

HAMILTON
150TH BIRTHDAY
1996

Crossing guard cutie learning



■ A kindergarten student from G.L. Armstrong School tries his hand at crossing guard duties. The students were introduced to a new city initiated Pedestrian Safety program last week to ensure their safety on the roads. The program was developed by the Public Works and Traffic Department of the City of Hamilton.

Photos by Christine Hahn



2(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 10
SWE308-07-P (V.Sferrazza)

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: **Provincial Environmental Services Inc Application for a Waste Disposal Site (Processing) Certificate of Approval No A650121, 97 Frid Street, Hamilton: Response to Ministry of Environment and Energy and Community Concerns**

RECOMMENDATION:

a) That a copy of this Report be forwarded to the West Central Branch of the Ministry of Environment and Energy (MOEE), as per their request, for consideration with respect to Provincial Environmental Services Inc.'s Application for Certificate of Approval No. A650121;

b) That the MOEE be requested to forward a copy of its final decision respecting the proponent's application for a Provisional Certificate of Approval to the City of Hamilton.

c) That the MOEE be advised that the City of Hamilton position identifying a list of concerns to Provincial Environmental Services receiving a Certificate of Approval for a Waste Disposal Site (Processing) for the site located at 97 Frid Street, Hamilton, approved by City Council on December 10, 1996 be reiterated and the MOEE be urged to not issue a Certificate of Approval until the identified concerns have been addressed.

D. Lobo
Commissioner
Public Works and Traffic Department

J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

City Council, at its meeting held on December 10, 1996 adopted Section 44 of the Sixteenth Report of the Transport and Environment Committee, which contained a series of concerns related to the proponent's (Provincial Environmental Services Inc.) application for a Certificate of Approval. A copy of the Council resolution was forwarded to the MOEE for consideration. On January 13, 1997 the MOEE responded to the Council resolution requesting further details regarding the concerns.

Parallel to City Council's concerns a community interest group expressed concern and opposition to the proponent's application. Eventually, the group prepared a correspondence dated February 26, 1997 which they forwarded to the MOEE requesting that the Ministry reply to 87 questions relating to the proponent's proposed operations. The questions were of a varied nature some which were of municipal interest while others pertained to the MOEE. Moreover, the questions repeated the Ministry's previous request for additional information from the City, thus the letter was then sent to the Regional Environment Department, on behalf of the City, for consideration and response.

The questions were distributed to the appropriate City and Regional Departments who were asked to determine which question applied to their respective operations and authority, and thus respond accordingly. Furthermore, because many of the questions concerned the direct operations of the proponent, they were also asked respond to those questions which applied to them.

The Regional Environment Department has received all the aforementioned responses, except the questions that related to the jurisdiction of the MOEE, and are appended to this report for the committee's information.

Upon Council's approval staff intend to submit all the responses from the commenting agencies to the MOEE and request that this additional material be included for their evaluation.

Attach.

VS\

HAMILTON-WENTWORTH REGIONAL PUBLIC HEALTH DEPARTMENT
ENVIRONMENTAL HEALTH BRANCH

MEMORANDUM

ENVIRONMENTAL
MAY 2 3 1997

TO: Mr. V. Terluk
Supervisor, Solid Waste
Regional Environmental Department

FILE:
MAY 2 3 1997

FROM: William Hunter, Director
Environmental Health Branch
EMAIL: whunter@hwdphs.hamilton.on.ca
PHONE: (905) 546-3571

DATE: May 19, 1997

SUBJECT: Provincial Environmental Services (PES)
97 Frid Street, Hamilton
Your File No: SWE 308-07-S

Staff in this department have reviewed the questions posed by area representatives, relating to the above noted facility, as requested in your memo dated April 21, 1997 and offer the following comments:

Question 2: Staff has reviewed the PES proposal and is satisfied that it does not pose a threat to the health of the surrounding community, provided that it is operated as outlined in the company's application for a Certificate of Approval.

Question 3: Staff from this department visited the site in question prior to responding to the original request for comments.

Question 11: The applicant outlines proposed emergency response plans in the application. In addition, both the City of Hamilton and the Region have Emergency Plans in place which include notification procedures.

As requested in your memo we have responded to the questions which could fall within our mandate. If you require any further detail please feel free to call.

A:\97FRID.ST1

REGIONAL ENVIRONMENT DEPARTMENT

MEMORANDUM

****

TO: Val Terluk
Supervisor, Waste Operations

YOUR FILE: SWE 308-07-P

FROM: Janet Haynes
Pollution Abatement Officer

OUR FILE: 550.5.3
PHONE: (905) 546-4478

SUBJECT: **Provincial Environmental Services Inc.**
Application for Approval of a
Waste Disposal Site

DATE: 1997 May 1

As per the request of Solid Waste Operations, please find below my comments on questions 9 and 13 of the Area community questions and concerns regarding the proposed Application for Approval of a Waste Disposal Site (Provincial Environmental Services Inc.).

Q9. ***In the course of fighting a chemical blaze, how would contaminants be prevented from entering the surrounding sewer system and open ground?***

From page 79 of the Provincial Environmental Services Inc.- Certificate of Approval application;

> "Discharges to the sanitary sewers will include only those releases from the lavatories, lunch room and showers.
>
> There will be no sewer connections to municipal sanitary sewers located within the plant area to prevent any unexpected occurrence from releasing contaminants to the sanitary sewers."

From page 179 of the Provincial Environmental Services Inc.- Certificate of Approval application;

> "It is important that when extinguishing a fire, the proper method is used. Although extinguishers will be available for use in areas where they have been chosen specifically for their compatibility with the materials stored in these areas, all employees must be aware of how to choose an appropriate extinguisher, quickly and without reservation. The following information is to be used to determine what type of extinguisher is to be used on fires involving different materials.
>
> 1. <u>WATER</u> extinguishers are effective against burning paper and ordinary rubbish, or <u>Class A fires.</u> They should never be used on electrical, liquid, or metal fires, or fires involving any water reactive chemicals."

Cont'd...

Provincial Environmental Services Inc. Application for Approval of a Waste Disposal Site

From page 180 of the Provincial Environmental Services Inc.- Certificate of Approval application;

> "Spills and leaks will be prevented and controlled by means of the following;
>
> i) Berms will be constructed in order to contain any leaks or spills of waste materials in conformance with the 1978 Guide for Chemical Storage...
>
> 5. Contain/Control the spill. This can best be achieved by either closing doors or by applying sorbent barriers.

From page 215 of the Provincial Environmental Services Inc.- Certificate of Approval application;

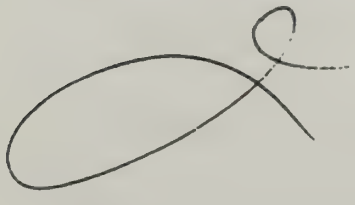
> "C.5.3 **Secondary containment**
>
> In addition to the berms around each storage area to separate incompatible waste materials, each of the exits for the building will be constructed with a 10 cm step to prevent the escape of material from the building."

Q13 ***Are there any storm water sewer grates on this property? Where are they located? Is it possible that an accident on the lot involving chemicals could enter the free water through storm water runoff before Provincial Environmental personnel have a chance to seal the grate?***

Yes, there is a catch basin located at the rear of the property.

Catch basins by their design will contain a volume of material before discharging. The volume that would be contained by this particular catch basin is unknown.

Should you have any questions, please do not hesitate to contact me at 546-4478.



JMH/

c.c. D. Millar, Pollution Abatement Officer
V. Sferrazza, Waste Management Analyst

Dina

Response re: Propoasl for Certificate of Approval - 97 Frid St. Hamilton

We were asked to respond to sections 1, 2, and 3 (planning issues) of a letter form residents opposing this proposal.

1) The ROP designation for this area is Urban which permits a wide range of urban uses as detailed in the Hamilton OP (Special Policy Area 11). I'm not sure whether or not the SPA prohibits this proposed waste disposal sit, that would have to be determined by the City Planning staff. Nothing in the ROP would specifically prevent this proposal.

2) Our comments on this type of proposal are related to ROP policies so from that general perspective there does not appear to be any negative impacts from this proposal. As you indicated in your note there are other uses in the area that use hazardous material (Spectator) and previously a certificate was applied for at 44 Frid St.

3) Staff of the Strategic Planning Division have not personally inspected the site and I cannot answer the remaining parts of this question.

GW

OK

Our comments re: above - 97 Frid St.

Bill Rowe

May-/97

****

PLANNING AND DEVELOPMENT DEPARTMENT
CITY OF HAMILTON

MEMORANDUM

****

TO: Val Terluk
Supervisor, Waste Operations
Environmental Services

YOUR FILE: SWE 308-07-S

FROM: Victor Abraham, MCIP, RPP
Director of Planning and Development

OUR FILE: OP-COMP(C)

SUBJECT: **97 Frid Street**
Application for a Certificate of Approval
for a Waste Disposal Site (Processing)

DATE: April 30, 1997

This memorandum will comment on the relevant policies of the City of Hamilton Official Plan in response to your memorandum dated April 21, 1997 and the questions forwarded by the community representatives.

Question #1
We understand from the complete package of the proponent's application submitted with your memorandum that the applicant is seeking a Certificate of Approval from the Ontario Ministry of Environment and Energy to permit "the use and operation of a waste disposal site with a total area of 0.34 hectares, to be used for the transfer and processing of hazardous and non-hazardous waste up to 100 tonnes per day. The total amount of waste and processed material stored at the site will not exceed 280 tonnes at anytime. Processing will be limited to refrigerant collection, aerosol decommissioning, shredding and crushing."

The background document on page 15 further notes "the vast majority of activity at this facility will be the bulking and blending of like waste materials in order to improve the ease of handling, transportation and ultimate disposal of the wastes that are received. Bulking 'like' materials means materials of similar chemical characteristics, all materials bulked together will undergo a series of laboratory tests to ensure compatibility. No materials will be bulked together that result in any change in temperature, evolution of gases or chemical reaction."

The subject lands are situated in the Kirkendall North Neighbourhood. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial. In addition, according to Schedule "B" - Special Policy Areas, the site is located within Special Policy Area 11. The Kirkendall North Approved Neighbourhood Plan designates the subject lands for "Industrial".

.../2

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissable concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

A.2.9.3.9 In keeping with the provisions of Subsection A.2.3, for those land shown on Schedule "B" and "B-3" as SPECIAL POLICY AREA 11 and SPECIAL POLICY AREA 11a, light industrial uses will be permitted

The purpose of Special Policy Area 11, as noted in policy A.2.9.3.9, is to promote "light" industrial uses within several of the industrial areas of Hamilton. As noted in Official Plan policy A.2.3.14, "the primary uses permitted in this category may include... warehousing; light manufacturing and assembly; laboratories and research facilities, communication facilities and printing and publishing plants."

The proposed activities for the Certificate of Approval are not consistent with City of Hamilton Official Plan policy in terms of encouraging light industrial type land uses in this area. It is important to note, however, that this policy does not limit or restrict other industrial uses from establishing within areas encompassed by Special Policy Area 11, provided the appropriate industrial zoning designation is in place. Therefore, an amendment to the Official Plan would not be required to permit the activities outlined in the application for the MOEE Certificate of Approval provided Provincial statutes and regulations in these matters (as noted in Policy A.2.3.23 previously) are not contravened.

To conclude, the proposed activities on the subject lands are consistent with the broad definition of "Industrial" as provided by Policy A.2.3.1 in the City of Hamilton Official Plan. In addition, the Building Department should be consulted to determine whether the compliance of this proposal with the City of Hamilton Zoning By-law.

.../3

Question #2
Our understanding is that MOEE considers these concerns in the MOEE Certificate of Approval process and is a key consideration in their decision to issue or not issue the Certificate of Approval and is identified in Official Plan Policy A.2.3.23.

Question #3
Staff from the Planning and Development Department have visited the subject property at 97 Frid Street and the surrounding area to assist in their interpretation of Official Plan policy.

If you have any further questions on the foregoing, please contact Keith Extance at 546-4158.

KE/

HAMILTON FIRE DEPARTMENT

FIRE PREVENTION DIVISION

MEMORANDUM

ENVIRONMENTAL SERVICES
MAY 1 3 1997
Director
Finance & Adm.
COMMENTS:

****

TO: Mr. V. Terluk
Supervisor, Solid Waste
Regional Environment Department

YOUR FILE: SWE308-07-3

FROM: J. R. Winn, Chief Fire Prevention Officer
Hamilton Fire Department

OUR FILE: 1429
PHONE: 546-3350

SUBJECT: Provincial Environmental Services
97 Frid Street, Hamilton
Area Community Questions and Answers

DATE: 9 May 1997

Be advised that we have reviewed the "Application for Certificate of Approval" concerning the above referenced site with particular attention to the specific questions referenced in your April 21, 1997 memorandum and respond as follows:

Item #8 - Access to the site can be gained from an adjoining property(s) if necessary, both of which have lots running parallel to the site.

Item #9 - The responding fire stations are located on Ray Street (Station #11) and John and King William Streets (Station #1). The stations contain the necessary equipment and apparatus, including a foam truck, to combat a "fully engaged chemical blaze" and can be on scene within three (3) minutes.

Additional crews, including the hazardous materials team, will be available to respond as necessary.

Item #10 - According to Article #A.8, there will be no sewer connections to municipal sanitary sewers, thereby preventing contaminants from entering the sanitary sewers. In any event, diking material can be obtained to prevent runoffs.

Item #11 - The issue of evacuation, if found necessary, would be co-ordinated by the Hamilton Wentworth Regional Police in consultation with fire and other emergency response officials. Notification and procedures would be dependant on the nature and severity of the fire situation.

Item #53 - As indicated by Section 8.12.8.1. of the report, the storage tanks will be located in an area which conforms to all applicable codes. Further, as noted in our response to Item #9, our Department is equipped with sufficient resources and expertise to deal with a fire involving the bulk tanks.

Please note that our copy of the "Application" did not contain the detailed site plan attachment. However, a tour of the site was carried out to determine the layout.

I trust the above information addresses the concerns in your request.

FGB/bjr

DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

MEMORANDUM

****

TO:	D. Lobo Commissioner of Public Works and Traffic Department of Public Works and Traffic	YOUR FILE:	
FROM:	Roland Karl, P. Eng. Manager of Traffic Planning Department of Public Works and Traffic	OUR FILE: PHONE:	 546-4583
SUBJECT:	**Provincial Environmental Services** **97 Frid Street, Hamilton, Ontario** **Area Community Questions and Concerns**	DATE:	1997 May 9

As requested, the following are our responses to the questions assigned to us from the memo of Val Turluk, Regional Environment Department, dated 1997 April 21.

Question 8

Given that there is only one entrance to the property, if trucks or spill block the driveway at any point impeding Emergency Response Vehicles, how will the company guarantee Fire Fighters access to the site?

As indicated in the question, this existing site has only one access to the property from a municipal roadway. The remainder of the lot width is physically occupied by the building. The described situation would apply to any use on this site. It would appear in this particular case, that in the event of a real emergency, additional access could be made available via adjacent properties.

Question 14

What are the procedures in the event of a power failure? Is there a generator on site, where is it located? Will the location interfere with on-site traffic movement?

We have not been provided with a detailed site plan and are, therefore, unable to comment.

.../2

Question 18

Research into similar Waste Disposal Sites operating in Brantford and Kitchener-Waterloo shows that 20 to 40 shipments in and out of the site per day is normal. Does the Traffic Dept. feel that 20 to 40 movements of hazardous industrial waste along Dundurn street poses no significant risk to the community?

It is our understanding that upon approval of this application, this site would generate approximately five truck movements per day, whereas their existing operation generates approximately three movements per day. We also understand that all truck movements will be carried out by staff from this location who will collect materials from their clients and deliver them to the site.

The 24-hour traffic volume on Main Street West in this area is approximately 38,500 vehicles. During a seven-hour count period (7:00 a.m. - 10:00 a.m. and 2:00 p.m. - 6:00 p.m.) a total of 439 truck movements (2% of the total volume) were observed. Dundurn Street South has an estimated 24-hour volume of 12,400 vehicles south of Main Street. During the same seven-hour period, 198 trucks (3% of the total volume) were observed using this roadway.

Given that both Main and Dundurn Streets are designated truck routes, it is reasonable to assume that some proportion of these existing truck volumes are also carrying designated hazardous materials.

The proposed increase in truck movements to and from this site, even if they were within the range suggested by the question (20 - 40 vehicles per day) would not constitute a substantial change to the existing situation on these roadways. It should also be noted that other potential uses on the same site could have at least the same impact from the point of view of traffic volumes.

Question 19

Will the Traffic Department recommend that a traffic light be installed at the corner of Dundurn and Chatham Streets?

The anticipated additional traffic volumes associated with this proposal will not trigger the requirement for a signal at this location. We will, however, continue to monitor traffic volumes and when warranted, a signal would be considered.

Question 23

If waste will be hauled by other companies in Ontario how will this add to traffic volume?

Please refer to the response for Question 18.

Question 27

Can Provincial Environmental's property safely and easily accommodate all parking and hauling requirements without impeding on-site traffic movement? Where on the site plan are the following located:

a) 25 employee parking spaces
b) loading/unloading activities
c) designated parking for eligible vehicles waiting to unload during simultaneous deliveries
d) position and size of all outdoor storage structures and storage areas

This proposal is located within an area zoned "K" under the city zoning by-law and as such, is not subject to the site plan application process which would give us an opportunity to review detailed site plans for this project. We are, therefore, unable to give specific responses to these questions. We do, however, offer the following comments:

a) The zoning by-law does not specify a minimum number of parking spaces be provided for the project. The applicants are, therefore, not required to provide any employee parking on-site to satisfy zoning requirements.

b) When loading activities are carried out on the site, on-site traffic movement may be restricted. Given our understanding of how deliveries will be made to the site, the operators would appear to be in a position to control both the type and timing of such deliveries to minimize the impacts on their operations and on adjacent roadways.

c) See above comment.

d) As indicated, we have not reviewed a detail site plan.

Question 61

How will this additional structure impact on parking and on-site traffic movement?

As indicted previously, we do not have a site plan and therefore are unable to comment.

RK/smg

THE CORPORATION OF THE CITY OF HAMILTON

BUILDING DEPARTMENT

MEMORANDUM

TO: Mr. V. Terluk
Supervisor, Solid Waste
Regional Environment Department

YOUR FILE: SWE 308-07-S

FROM: Frank Peter
Customer Service Rep
Building Department

OUR FILE:
PHONE: 546-2781

SUBJECT: Provincial Environmental Services
97 Frid Street
Area community questions and concerns

DATE: 1997 May 27

Further to your letter dated April 21, 1997 regarding questions from the community please find the following comments:

With respect to questions 4, 5 & 6 please be advised that as of this date there has been no building permit application made for a building permit for the property.

With respect to question #7 this department does not regulate matters concerning letters of credit and bank guarantees.

With respect to question #9 please contact the Hamilton Fire Department.

With respect to question #14, in the event of a power failure with respect to the buildings life safety system an emergency power supply shall be provided in accordance with Part 3 of the Ontario Building Code.

I trust this information will be of assistance to you.

fp/FP

BUILDING DEPARTMENT

MEMORANDUM

****

TO: Vince Sferrazza,
Waste Management Analyst
Environmental Services

YOUR FILE: A650121 (ENV 96-098)

FROM: Willy Wong, P.Eng.
Manager of Customer Services
Building Department

OUR FILE:
PHONE: 546-2766
DATE: February 3, 1997

RE: 97 FRID STREET (Provincial Environmental Services Inc.)
CERTIFICATE OF APPROVAL APPLICATION NO. A650121 (ENV 96-098)

Further to your written request of January 30, 1997 regarding confirmation of previous comments made by this department with respect to the above mentioned property please be advised of the following:

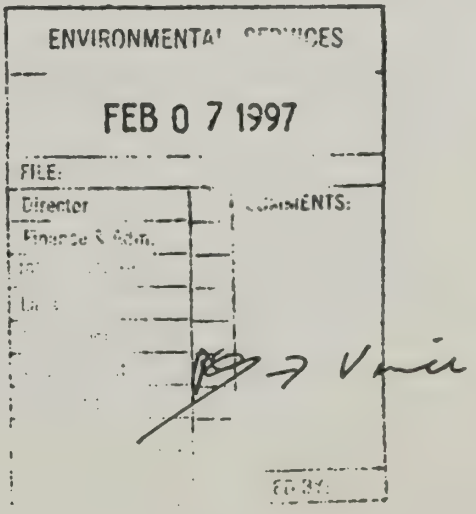
1) The current zoning for 97 Frid Street is "K"(heavy industry, etc).

2) Application for a Waste Disposal Site (Processing) Certificate of Approval No. A650121 (ENV 96-098) specified products that were proposed to be recycled. The proposed use of recycling these specified products is permitted (see attached A650121). Please be advised that all the products specified to be recycled are permitted to be manufactured in the "K" District.

Trusting the above information is of assistance. If you require additional information, please do not hesitate to contact this department.

Yours truly,

Willy K Wong P.Eng.
Customer of Customer Services
WKW/CH



Provincial Environmental Services Inc.
97 Frid Street Hamilton, Ontario L8P 4M3 Tel: (905)577-0575 Fax: (905)577-0842

May 27, 1997

The Regional Municipality
of Hamilton-Wentworth
35 King Street East
4th Floor
Hamilton, Ontario
L8N 4A9

Attention: Val Terluk

Re: Answers to the Selected Community Questions in the Letter to Mr. Hardy Wong, MOEE, dated Feb. 26, 1997.

Dear Mr. Terluk,

Further to our recent meeting, please find enclosed Provincial Environmental Services Inc.'s answers to those questions from the community selected by you.

Please note that the information provided herein will be utilized in conjunction with discussions with the Liaison Committee (to be established) toward the development of our final submission of our Application for a Provisional Certificate of Approval for a Waste Disposal Site (Transfer and Processing) A650121. Further note that the aforementioned final submission and the resulting Certificate of Approval shall take precedence over this submission.

Should you have any questions or require any additional information, please do not hesitate to contact the writer. Thank you.

Yours truly,
PROVINCIAL ENVIRONMENTAL
SERVICES INC.

V. Vince Gagich,
President

VG:cd

100% recycled paper
all post-
consumer fibre.

M - An official mark of Environment Canada

14. What are the procedures in the event of a power failure? Is there a generator on site, where is it located? Will the location interfere with on-site traffic movement?

In event of power failure, emergency lighting will turn on to ensure proper evacuation of staff for safety. The emergency lighting system and other essential systems (security alarms, gas monitoring systems etc) will have battery back-ups. As we do not require a generator, there will be no interference with on-site traffic movement.

15. What is the extent of their proposed security measures? Will Provincial Environmental agree to install 10' fencing around the perimeter of the site, proper 'after hours' interior and exterior lighting, video cameras and alarms with motion detectors in areas where hazardous waste is stored?

For security measures we will construct an 8 ft security fence around the site to restrict access to the property, where necessary. We will install interior and exterior lighting. We may install video cameras and will install alarms with motion detectors in areas where hazardous wastes are stored.

16. Acts of vandalism have occurred in the area and on this property. Considering the serious danger that any mishap involving hazardous waste materials would pose to the community will the company voluntarily arrange security personnel to be on site during their hours of operation ('after hours', 24 hours a day, 365 days a year)?

We expect to operate 24 hours per day, 365 days a year. The security measures suggested above in section 15, will provide a sound security program to ensure the safety of the community. Security personnel is not required.

17. Have Provincial Environmental's initial statistics on increase in truck traffic been modified and do they take into consideration maximum volumes of waste received and shipped out when operating at capacity (280 tonnes on site with 100 tonnes received per day)?

Provincial Environmental's initial statistics have not been modified. We have presently 3 trucks that transport material and expect to increase our truck fleet by 2 trucks. However, if we decide not to use our trucks, then other carriers will be utilized as required. Our proposed Application provides for a maximum receipt of 100 tonnes per day. On average we anticipate 10 to 20 truck movements per day. Discussion with the City Traffic Department indicates that this volume of traffic will not have impact on traffic flow.

18. Research into similar Waste Disposal Sites operating in Brantford and Kitchener-Waterloo shows that 20 to 40 shipments in and out of the site per day are normal. Does the Traffic Department feel that 20 to 40 movements of hazardous Industrial Waste along Dundurn street poses no significant risk to the community?

This question appears to be directed to the City Traffic Department, however, the only sites in Brantford and Kitchener-Waterloo that we know of are, Republic Environmental and Quantex Environmental respectively. These are liquid bulk receiving and processing facilities and are much larger than our proposed facility. The operations at these facilities are not representative of our proposed facility.

20. How many trucks will the company have, what type and what is their capacity? Is it enough to facilitate the maximum of 100 tonnes received and 100 tonnes shipped out for a total movement of 200 tonnes per day?

The Company presently has 3 trucks, each with a capacity of approximately 10 tonnes. The trucks are two (2) van type straight trucks and one liquid bulk truck. The Company expects to invest in more trucks, however, the size and type of trucks are yet to be determined.

21. In the event of hauling incompatible materials to same-area destinations, is it possible any company trucks will *not* be full to capacity each time they enter or leave the site? Could this eventually add to the number of trips calculated per day?

The idea behind the transfer station is to reduce transportation costs of small quantities of materials to encourage efficiency. Some trucks may not be at full capacity from time to time, however, we do not anticipated that this will add to the expected traffic generated by the facility.

22. Are all waste products going to be shipped via Provincial Environmental Trucks?

No. In addition to our own vehicles, we will be using other licenced haulers who operate under a Certificate of Approval as granted by the Ontario Ministry of the Environment and Energy (MOEE).

23. If waste will be hauled by other companies in Ontario how will this add to traffic volume?

This will not affect the anticipated number of truck movements per day.

24. Will Provincial Environmental accept waste delivered by 'home-based entrepreneurs'?

Yes. We will accept waste from home based entrepreneurs however they must transport subject waste via a licenced transportation company meeting all the requirements of MOEE as well as Transport Canada.

25. Is the facility designed to accommodate third party deliveries? Is the facility equipped to handle all manner and size of trucks, if not, will appropriate restrictions be applied?

Yes. The facility will be designed to accommodate third party deliveries. The facility is able to handle the following types of similar trucks:

Tandem truck
Triaxle truck
Tractor trailers

Trucks we cannot handle at the site, will not be allowed on site.

26. Would Provincial Environmental agree to restrict the movement of Hazardous Waste during times when children are being transported to and from school, would they include this as a firm condition in their Certificate of Approval?

A survey of the neighborhood schools indicates that there are school children on the streets from about 8 am to 9 am, from 11:20 am to 1 pm and from 3:15 p.m. onwards to allow for extracurricular activities. Although trucks would probably leave for their runs prior to the children leaving for school, it is impractical to leave them out until after the school day is finished if they are done for the day. Additionally, students at Westdale Secondary could conceivably be coming and going to and from school at any time of the day. Vehicles expected to use our facility represent only a small portion of total traffic in the area. The movement of dangerous goods on city streets and railways is not limited to us alone. The safety of our employees and the public is of utmost importance to our Company. Provincial Environmental takes all required precautions in the transport of goods. We have an excellent safety record. Regrettably, if we were to agree to this stipulation we would be unable to operate.

27. Can Provincial Environmental's property safely and easily accommodate all parking and hauling requirements without impeding on-site traffic movement?
Where on the site plan are the following located:
a) 25 employee parking spaces
b)loading/unloading parking spaces
c)designated parking for eligible vehicles waiting to unload during simultaneous deliveries
d)position and size of all outdoor storage structures and storage areas

Yes. Provincial Environmental Services Inc.'s property can safely and easily accommodate all of these requirements without impeding on-site traffic movement.

a) See attached diagram of 25 employee parking spaces if required. It is important to note that we do not require 25 parking places, since some people will take other means to get to work rather than drive a car. We also expect shifts, therefore we have more than enough parking to accommodate the staff. It's estimated that 8-11 parking spots are required for our facility to be in compliance with City By-Laws.

b)See diagram for loading and unloading areas.

c)Designated parking for eligible vehicles to unload during simultaneous deliveries is limited to the concrete pad area at the rear of the building.

d)Position and size of outdoor storage structure and storage areas is limited to cage structure of 125 sq ft (maximum). The final dimensions and location of the outdoor storage area (compressed gases) is to be determined based on the input from the Liaison Committee.

28. Is Provincial Environmental restricted from storing waste in company trucks overnight? If not, what precautions have they taken regarding theft and vandalism to these trucks? Will any restrictions be applied as to type and volume of materials stored outside the building?

Provincial Environmental will off-load trucks before the end of the business day, under normal circumstances.

29. What provisions has Provincial Environmental provided to protect against or adequately deal with ventilation, spill, fugitive emissions, fire and escape in the enclosed loading/unloading area?

The enclosed loading and off-loading areas will utilize a number of safety features. A blind sump will be installed at the bottom of the sloped dock to collect any spilled material. The area will include a fire suppression system in case of fire. Fire extinguishers and emergency exits will be installed. The exhaust from trucks loading and off-loading will be vented outside. Emergency contingency plans have been included in the Application and is available for review at any time.

30. In a letter to the community dated Dec 5, 1997 the company stated, "*We have committed to forming a public liaison committee..with representatives of the residential/industrial neighborhood in order to deal with legitimate concerns.*" To our knowledge, this Committee has never been established? Why?

The Liaison Committee has not as yet been established in order to allow ample time for interested parties to voice concerns and questions. The Liaison Committee is expected to be established in June.

Regarding Operation of the Facility-some questions asked at the Information Meeting Feb. 17, 1997

31. What are the types and anticipated quantities of waste materials Provincial Environmental intends to receive? _

Specific Maximum Allowable Storage of Waste

Type of Waste	Quantity of Waste
Solid Non-Hazardous Waste	274 Drums or Equivalent
Acid Type Wastes	48 Drums or Equivalent
Alkali Type Wastes	48 Drums or Equivalent
Reactive Type Special Wastes	16 Drums or Equivalent
Flammable or Combustible Material	216 Drums or Equivalent Flammable Storage Tank: 22700 Litres Oil Storage Tank: 22700 Litres
Oxidizer Storage	40 Drums or Equivalent
Compressed Gases	1 Tonne

It should be noted that the maximum storage volume is dictated capacity of each of the storage "areas". These maximum capacities are included with the Application and on the Diagram attached to this submission. Where a given waste type is not being stored, then that storage area may be occupied by another waste type consistent with the storage capabilities of the area.

32. What are the maximum daily volumes of waste material generated from each of the proposed processes?

The following estimated maximums are provided:

1) Shredding - up to 9 tonnes of waste could be produced in a 24 hour period.

2) Aerosol Can Decommissions - up to 0.45 tonnes could be produced in a 24 hour period.

3) Compressed Gases - up to 0.05 tonnes could be produced in a 24 hour period.

4) Refrigerant Collection - no waste material produced.

5) Sort/Bulk - up to 12.85 tonnes could be produced in a 24 hour period.

33. What is the maximum storage time for waste materials the company is applying for?

The maximum storage time for wastes is 180 days.

* At the Feb 17th, 1997 Information Meeting, the company revealed that there were no provisions in their proposal limiting the maximum volumes received in each of the waste classes they propose to be eligible for.
They publicly agreed to incorporate permanent maximum limits for each waste class as a firm condition in their Certificate or Approval, based on information on file and as determined by the MOEE.

34. Have they made this amendment to their proposal?

The proposal will be amended in the final Application following discussion with the Liaison Committee.

35. How will this provision be controlled?

Each storage area will have a known maximum capacity. It will the responsibility of the Operations Manager to ensure that these capacities are not exceeded. This will be accomplished through regular (daily) inspections.

36. In Provincial Environmental's letter to the community dated Dec 5th, 1996 Point 4 begins: "*The industrial wastes to be received constitute mainly paint related materials and oil*". What % of wastes received do they predict will be paints, solvents and oils?

We anticipate that 75% of wastes will be paints, solvents and oils.

* In their letter to the community dated Dec 5th, 1996 Point 7 states:
"We will not receive: PCB Waste
Animal Waste
Infectious Waste
Radioactive waste
Or Explosives

The 1996 Ontario Waste Classes describes PCB Wastes as: #243 PCB- Askarel liquids such as Aroclor, Pyranol, Therminols, Interteen and other PCB contaminated materials.

At the Information Meeting on Feb 17th, the company revealed that they would be receiving potentially PCB contaminated materials and then composite testing this waste material on site. They publicly agreed to amend their proposal to include the following as a firm condition in their Certificate of Approval 'the written assurance of their clients that an wastes received by them will absolutely *not* contain any PCB's.

37. Have they made this amendment to their proposal?

Provincial Environmental agreed to obtain written assurance from clients that their waste will not be "PCB Waste". "PCB Waste" is defined under Regulation 362. This amendment will be made in the final Application to the MOEE.

38. In which waste types is potential PCB contamination most likely to be found?

Paints, solvents and oils are the most likely sources of PCB's.

39. At the Feb 17th Information Meeting, the company stated that they intend to *'isolate'* unloaded drums of potentially PCB contaminated waste materials. How and where do they intend to isolate potentially PCB contaminated waste materials before, during and after testing?

The testing area will be used to isolate potentially PCB contaminated waste material. See the attached map for the location. Sampling/testing may also take place on the truck, which will remain in the loading/unloading area. Those drums tested and determined to contain PCB Waste will be rejected.

40. What is the maximum number of drums held for PCB testing at any given time? Where are these *'isolated'* drums represented on their floor plan?

The maximum number of drums in this area will be limited to approximately 50 drums. See diagram attached for the location. (Loading/Unloading Area).

41. Will there be any other activities occurring in this 'PCB isolation' area? What are they?

The PCB " isolation" area as referred in this question, is the loading/unloading dock. Drums will only be in this area for the duration of testing. Loading and unloading of other containers possibly from the same load which are not likely to contain PCB Waste may take place. Following testing any wastes which might be confirmed or suspected to be PCB Waste will be rejected.

42. What provisions has Provincial Environmental provided to protect against or adequately deal with spill, fire, or fugitive emissions in this 'isolated' area?

The "isolated" area (loading/unloading area) is provided with spill containment and it fully enclosed. Our Application contains an extensive contingency plan providing for spill and fire. As the area is fully enclosed there will be no fugitive emissions. (See Question #29)

43. If drums reserved for PCB testing will not be unloaded from company trucks; will sampling occur in the trucks? Where will these trucks be kept during this time? How long will these trucks be held up? What safety provisions against spill, fire or fugitive emissions have Provincial Environmental put in place during this sampling procedure?

Sampling will be undertaken both on the trucks and on the dock, depending on the circumstances. Contingency plans previously referred to apply.

44. What is the procedure for PCB testing?

PCB analyses will be undertaken using accepted EPA standard methods or equivalent.

Will *every* unit from *every* shipment be sampled for PCB contamination?
At the Feb. 17th Information Meeting the company publicly agreed to make this a "guarantee" by including it as a firm condition of their Certificate of Approval.

45. Have they made this amendment to their proposal?

Provincial Environmental agreed to sample every container of every shipment recognized as a potential source of PCB, i.e. paints, solvents and oils. The proposal will be amended in the final application to the MOEE.

46. Will manifests for *every unit* received on each shipment correspond to paperwork from lab results?

Each lab result can be traced back to a manifest and the containers received therein.

47. What is the maximum period of time Provincial Environmental intends to hold PCB contaminated waste material for further testing? How many times may these wastes be tested and retested?

Suspected PCB Waste will be held for an estimated maximum of 3 hours for further testing. It may be re-tested up to 2 times. PCB Wastes will be rejected.

48. How will contaminated drums be identified and traced?

Each drum will be identified and traced through a coded number system.

49. Who will initially test this waste material for PCB contamination?

We will undertake testing using our own facilities.

50. When does the company predict purchase of PCB testing equipment will be feasible?

We expect to have equipment available at the time of commencement of operations.

51. What does Provincial Environmental mean by;
"may perform the analyses on site when the purchase of a gas chromatograph, or other equipment suitable for PCB testing is feasible"?
Will Provincial Environmental agree to amend "may perform the analyses..." to "..will guarantee to perform the analysis..."

Provincial Environmental will undertake testing on-site except in the event of unforeseen circumstances, at which time an outside laboratory will be used. Wastes which have a potential to contain PCB will be tested prior to acceptance.

53. Will the close proximity of the two bulk tanks, one containing solvents and the other oils be a detriment to fire fighting requirements and procedures? If yes, how does Provincial Environmental intend to correct this?

The flammables and combustibles storage area (Area F) was designed to meet full compliance with both the National Fire Code, 1995 and the NFPA30. The mixed storage of drums and tanks is fully dealt with in these regulations. Safety features such as fire suppression systems, grounding, ventilation etc. are all incorporated in compliance with the regulations. The two tanks are an integral part of the fire fighting requirements and procedures.

54. "*asbestos waste is to be stored in a room, separated from all other waste types, with a door that will remain closed at reasonable times.*" Where on the floor plan in this separate room located?

The location of the asbestos waste storage room will be determined during consultation with the Liaison Committee.

* In their letter to the community dated Dec 5th, 1996, Point 7 states:
"We will not receive:"
PCB Waste
Animal Waste
Infectious Waste
Radioactive Waste
Or Explosives

The 1996 Ontario Waste Classes describes one category of Animal Waste as: #311 Organic Tannery Waste- which includes fleshings, trimmings vegetable tan liquors, Bate solutions? As of Feb 17th, 1997 Information Meeting, the company revealed that they would be receiving this category and publicly agreed to remove #311 from their Certificate of Approval?

55. Have they made this amendment to their proposal?

We have not made this amendment as yet. Final amendments to our proposal await the outcome of discussions with the Public Liaison Committee, currently being developed.

We agree to remove waste class 311 from our proposal.

56. At the Feb 17th, 1997 Information Meeting, the company was asked if it would be receiving Explosive Manufacturing Wastes #321 - Waste from the manufacture of explosives and detonation products. They answered '*absolutely not*'. Can this be confirmed? If not, will Provincial Environmental agree to remove #321 from their Certificate of Approval?

Agreed.

57. What types of Compressed Gases will be received?

Compressed gases described by the following MOEE waste class characteristics;

A, B, C, R, H, I, and T

58. In what quantities and in what sort of containers?

The amount of compressed gas to be received is estimated to be a maximum of one (1) tonne per day. Typically compressed gases are stored in metal cylinders of various sizes.

59. At the Feb 17th, 1997 Information Meeting, the company stated they would be storing Compressed Gases in an outdoor structure. This proposed structure did not appear on their plans and the company had very little specific information available.
Have Provincial Environmental supplied full information regarding the location and size of this additional outdoor structure? How will it be constructed? Can it be accessed from inside the main building? Will it have adequate explosion proof features? What safety features does it contain against fire? What security features against vandalism will be put in place? Are all building plans and security features adequate?

The final specifications for this structure have not been prepared. These specifications will be determined in conjunction with the Liaison Committee. The containment will be a fenced enclosure, equipped with locks to provide storage in compliance with National Fire Code Standards. The enclosure will consist of compartments to segregate the various types of gases.

60. How much additional space will this structure, allowance and the fence take up on the lot?

This containment will not exceed 125 sq ft.

61. How will this additional structure impact on parking and on-site traffic movement?

This structure will not impact on parking and have only minimal impact on on-site traffic movement.

62. How and where will the company store Refrigerant Waste?

In the compressed gas storage containment.

63. Where on the site will extra pallets, supplies of earth, sand and vermiculite needed for spill clean up be stored?

Primarily in Area E. Spill equipment etc. will also be placed in each of the storage areas for use in the event of a spill.

64. How and where does Provincial Environmental plan to segregate all flammable and combustion supportive gases?

All material will be identified at the unloading dock and after quality assurance has been performed it will be directed to the proper segregated area of the plant. In the case of flammable and combustion supportive gases, they will be moved to the cylinder storehouse.

65. "*cylinders of gases that may react with one another will not be stored in the same area...flammable gases will not be stored with oxidizing materials or with cylinders containing gases that support combustion.*"

"cylinders which contain flammable gases will be enclosed in the storehouse...cylinders containing gases other than flammable materials (including combustion supportive gases like oxygen and oxidizing gases like chlorine) will also be stored in the storehouse."
Please explain the contradiction between these two statements?

This containment area will be comprised of separate compartments.

66. Point 8 in their community letter states: "*There will be no 'odors' emanating from the facility.*" - If there will be no 'odors' emanating from the facility, how will this be accomplished?

See Answer to Question #68.

67. *"It is not the intentions of Provincial Environmental Services Inc. to perform any process or dilution activity that would alter the hazardous characteristic of the waste material being received."*
Despite it not being the 'intentions', will bulking alter the chemical characteristics of wastes, how does this effect air quality controls?

"Hazardous characteristic" refers to the waste classification characteristic not "chemical characteristics". Each waste classification is composed of an alpha-numeric designation to describe the type of waste and the associated hazard e.g. 145I - means that the waste is paint and that it is "Ignitable" - 145L means that the waste is paint and that it is non-hazardous (designated as "Liquid Industrial Waste" meaning that the waste does not display any of the recognized hazard characteristics outlined in Regulation 347). In reference to the aforementioned statement and in reference to the preceding example - Provincial Environmental would not intentionally mix a hazardous (ignitable) paint with a non-hazardous (liquid industrial) paint to intentionally generate a non-hazardous mixture.

Bulking may effect the "physical" and "chemical" characteristics of the waste. In the preceding example the waste mixture might form a homogeneous (single phase) mixture with a higher flash point (lower flammability hazard) or it might form into a two-phase mixture with each phase retaining the same chemical characteristics of the original component. In most cases, the mixing of chemically compatible wastes will generate a mixture not overly unlike the components and will not affect air quality any more than the bulking of the original components might.

68. What air quality controls will Provincial Environmental put in place for each of the processes:
Storage-Bulking Operations
Storage Tanks
Aerosol decommissioning
Compressed Gas decommissioning
Lab pack processes
Refrigerant Waste Collection
Shredding and Crushing Operations
General plant ventilation

Air quality controls for the various processes at Provincial will be as follows:

Storage-Bulking Operations - no controls required.
Storage Tanks - vented through activated carbon filter
Aerosol Decommissioning - incorporated a coalescent filter and a carbon filter. There is no need for additional controls.
Compressed Gas Decommissioning - all cylinders will be transferred without being processed with the exception of non-toxic, non-flammable, non-corrosive gases which will be vented with no controls being necessary.

Lab Pack Process - the Lab Pack process room (Area D) will have a ventilation fan through an activated carbon filter and a particulate filter.
Refrigerant Waste Collection - the equipment is fully self contained and requires no additional controls..
Shredding and Cutting Operation - no controls required.
General Plant Ventilation - no controls required.

69. What is the maximum volume of aerosol cans the company expects to decommission in a day?

It is estimated that 1500 aerosol cans could be processed in one day.

70. What types of industrial wastes will be present in these aerosol cans?

The majority of aerosol cans are expected to contain paints, pesticides, detergents and miscellaneous organic material (such as cosmetic preparations).

The following waste class codes may be present in aerosol form:
145-->148, 211-->213, 221, 222, 231-->233, 241, 242, 252, 253, 261-->265, 268, 269 and 331
(Waste characteristics A,B,H,I,C,T, or L)

71. In what areas will aerosol decommissioning procedures take place?

Aerosol can decommissioning will take place in Area D of the facility where suitable grounding and fire protection is available for this operation.

72.. What air quality controls are proposed for theses areas?

The aerosol can decommissioning equipment incorporates a polypropylene coalescent filter and an activated carbon filter which are designed to remove contaminants from the emissions. The lab pack processing room, Area D, will be equipped with an activated carbon filter to maintain compliance with Provincial's Certificate of Approval (Air). This necessitates compliance to MOEE emission standards.

* *"Since approximately one third of the contents of an aerosol can is composed of propellants, and since the carbon fitter will capture some of them, some of the highly volatile substances will be released into the atmosphere ."*

73. This is unacceptable in an area so close to residents and business activity. Will Provincial Environmental agree to eliminate aerosol decommissioning from the proposal and Certificate of Approval?

The handling and processing of aerosol waste is an integral part of our proposal. The decommissioning of aerosol cans is a safe operation. The process involves the use of two types of filters. This results in less emissions than the use of the product would. Plant emission will meet MOEE standards.

74. How many stacks or vents will the facility have and what is the proposed height of these stacks and vents?

This will be determined upon preparation of our Application for a Certificate of Approval (Air) and must necessitate compliance with MOEE emission standards.

75. Considering stack heights, topography, all the seasonal variables of wind directions, temperature, humidity and the close proximity of businesses and residential neighbors to this proposed activity, have computer models been created to determine the optimal stack heights for the optimum dispersion of all emissions?
If not, will Provincial Environmental agree to carry out this analysis and present their findings to the MOEE for confirmation? Will they then agree to upgrade all air quality controls to meet the optimum?

Most of these factors must be considered in the preparation of an Application for Certificate of Approval (Air). Preparation of the Application(s) will follow the final determination of the Certificate of Approval for a Waste Disposal Site (Transfer and Processing).

76. Where will the crushing and compacting of 'empty drums' take place? What is the maximum amount of drums that could be crushed in one day?

Crushing and compacting of empty drums will take place in Area E. It is estimated that the maximum number of drums which could be crushed in one day is 480.

77. Where will shredding operations take place? What is the maximum amount of waste generated from shredding each day?

Shredding operations will take place in Area E. The estimated maximum amount of waste from shredding is nine (9) tonnes.

78. What provisions has the company taken to ensure that the machinery required to crush and shred will not disturb neighboring businesses?

Drum crushing and shredding will not create a disturbance.

79. Where will the welding and cutting activities occur? What provisions have they taken to prevent this from being a safety hazard?

Except for possibly construction purposes, welding and cutting (flame sources) are not normal operational activities.

80. What is the proximity of crushing, shredding, welding and cutting operations to shock sensitive materials? Could vibrations pose any hazard, if yes, what provisions will be put in place to prevent this?

We will not be receiving shock sensitive materials.

81. Will Provincial Environmental be storing any chemicals or chemical combinations that are 'time sensitive', if so, how does it relate to the following?

We will not be receiving chemicals that are to become dangerously unstable or time sensitive.

* *This facility will not provide permanent or long-term storage of waste materials. Normal storage will be 30 days or less, up to a maximum of 180 days.*
Provincial Environmental Services letter to Committee, received June 19, 1996, paragraph 8.

82. How does Provincial Environmental Services define long-term storage?

We define "long-term storage" to be longer than one year.

* *This facility will not provide permanent or long-term storage of waste materials. Normal storage will be 30 days or less, up to a maximum of 180 days. The extended storage is, in some cases, necessary to locate viable recycling opportunities."*
Provincial Environmental document submitted to Environmental Services Committee Members, Hamilton City Council, pg 4, paragraph 3.

83. How does Provincial Environmental Services define the term 'recyclable material'?

At Provincial Environmental we regard "recyclable materials" to be materials or products that have value. These products can include unused chemicals i.e. chemicals which may be good for the original application(s) and meet the manufacturers specifications or "stale-dated" chemicals which may not be suitable for the original purposes but may meet the reduced standards of another process.

Also included are materials which can be utilized in a process other than that which it was originally intended. In each of the aforementioned cases the intention is that the material be wholly utilized in a process resulting in a cost savings to the user (replacing the use of newly purchased products), or will be offered for sale to an end user or vendor e.g. Colleges have off-set costs for the purchase of chemicals for various educational programs through the use of "left-over" chemicals from industrial laboratories.

84. How does the MOEE? define the term 'recyclable material'?

The local office of the MOEE should be contacted for their definition.

* *"Recyclable materials may be stored for periods up to 365 days, where a realistic market demand may be satisfied"*
"Materials deemed recyclable by the applicant may be disposed of as waste, where viable markets cannot be established within a reasonable period of time, in the 365 day period."

The implications of this statement contradicts the perceived intentions of Provincial Environmental Services 180 day maximum.

85. Will Provincial Environmental agree to strike this provision from their proposal and from the Certificate of Approval?

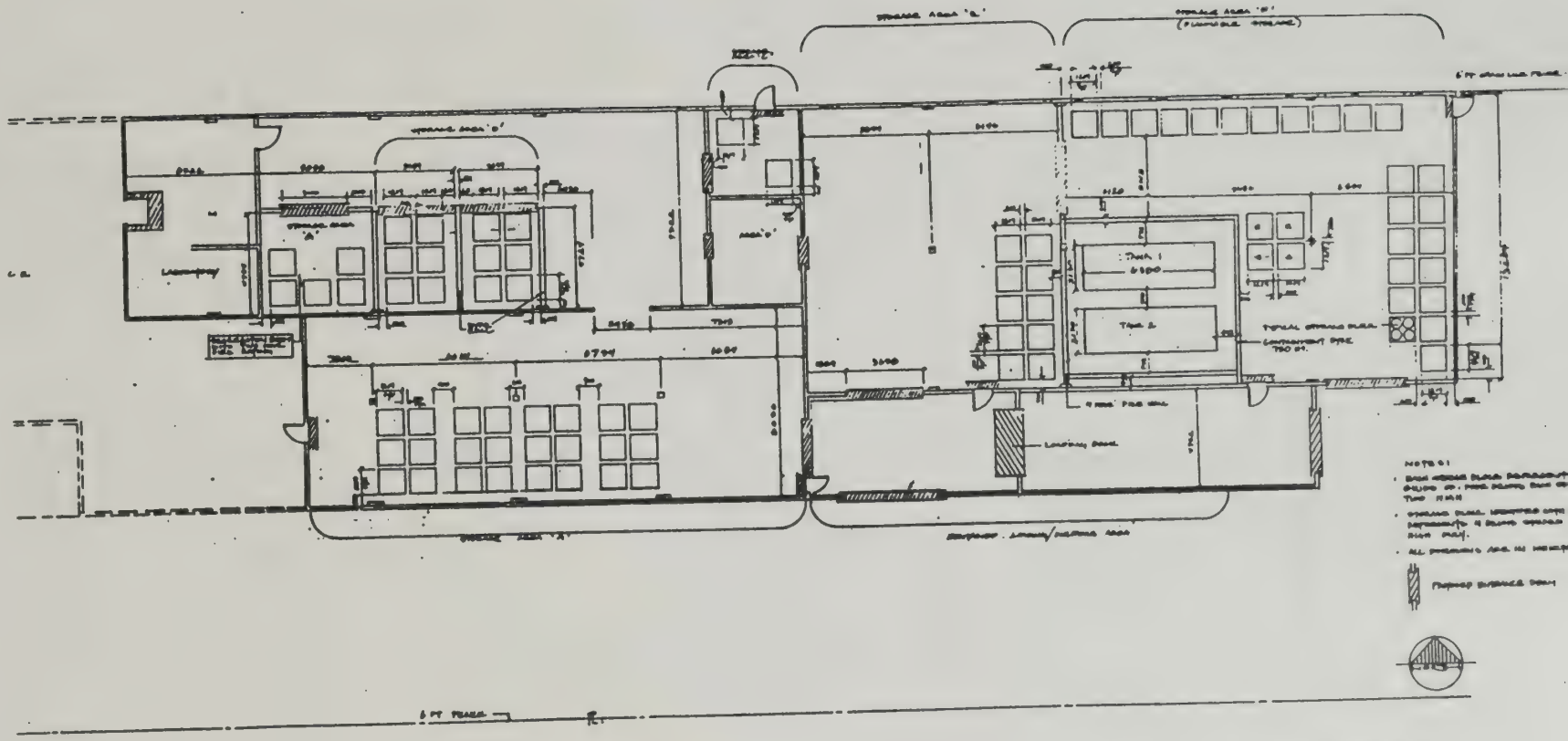
Recycling of waste is a fundamental part of our Application. The reduction of waste and the re-use/recovery of industrial resources remains to be one of our primary goals. We believe that these recyclable materials should be regarded essentially as valuable products and as such are not subject to the same storage duration limitations as "waste". Limiting the storage duration for potentially recyclable materials may result in the loss of valuable resources. This is contrary to the goal of our Company to recycle whenever possible.

86. At the Information Meeting of Feb 17th, the company assured the community they had no intentions for expansion. Will Provincial Environmental establish an agreement with the City not to expand the building, the types and volumes of chemicals received, any processing activities or storage time in any way shape of form?

Except for possibly building modifications or other construction not directly associated with waste storage or handling (e.g. offices, vehicle storage buildings, etc.), Provincial Environmental Services Inc. agrees not to expand upon the volumes, processing activities or storage times as provided in the existing Application, or as agreed to date.

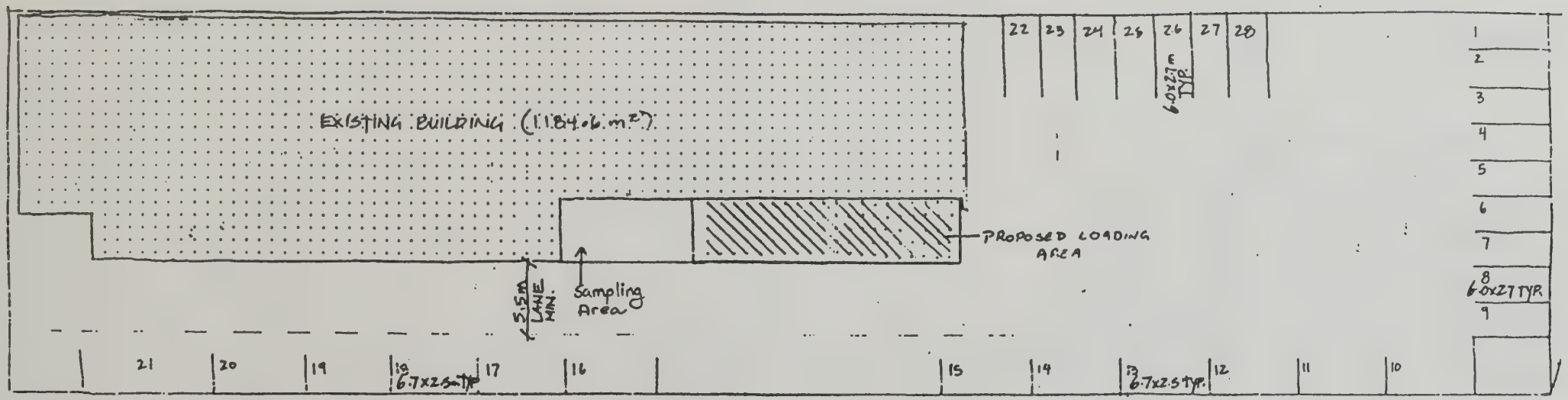
87. Will Provincial Environmental incorporate as a firm condition in their Certificate of Approval, and agree not to appeal, the provision that the Certificate of Approval will not be transferable to future owners of the property?

Such a limitation would prevent the obtaining of investment loans, making our proposal unviable. In this regard we cannot agree to this stipulation. At this time the Owners of Provincial Environmental Services Inc. have no intentions of selling the Company.



PROVINCIAL ENVIRONMENTAL SERVICES INC.

PROPOSED WASTE
TRANSFER FACILITY
LAYOUT



SITE STATISTICS

PARKING REQUIRED 11 BASED ON 1 SPACE PER 115 m²

PARKING PROVIDED 28

LOADING AREA REQUIRED 18m x 3.7m x 4.3m Ht.

LOADING AREA PROVIDED 18m x 3.7m x

LANE WAY REQUIRED 5.5m

LANE WAY PROVIDED 7.3m

3(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 6
(R-97-14)

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

J. D. Thoms
Commissioner, Regional Environment Department

SUBJECT: **Montgomery Creek Stormwater Management Study, Draft Plan of Subdivision Application Mud Street, Hamilton**

RECOMMENDATIONS:

(a) Regarding the management of stormwater runoff to the Montgomery Creek resulting from future residential development within the proposed Albion Mills Estates Subdivision, Red Hill Vista Subdivision (Valery Construction), and adjacent land owned by Ontario Realty Corporation,

(i) it is recommended that the City, in its capacity of stormwater regulatory authority, endorse the following approach recommended in the Environmental Study Report prepared by Philips Planning & Engineering as the preferred method for managing Montgomery Creek stormwater:

(a) Bio-Engineered Treatment of the low-flow channel of the creek on the Glendale Golf Course property;
(b) Construction of a water quality facility, a "constructed wetland";
(c) Construction of an erosion control facility, a "wet pond"; and,
(d) Relocation of existing golf course features, greens and tees.

(ii) that staff be authorized to file the said Environmental Study Report for the 30-day review period in compliance with the Municipal Engineers Association "Class Environmental Assessment" requirements, and

(iii) That staff from Regional Environment, Public Works, Treasury and Law Departments be authorized to investigate and prepare a report on the financial arrangements required to implement the stormwater management plan.

(b) Regarding sixteen acres of land owned by the City located within the said Montgomery Creek watershed area, between the north limit of Mud Street and the brow of the escarpment, along Hamilton's easterly boundary with Stoney Creek, shown on the map attached hereto as APPENDIX "B":

(i) that the Planning and Development Committee be requested to authorize the Planning and Development Department to prepare a report to the Committee for a re-zoning of this City land, as a City initiative, from "A" (Conservation, Open Space, Park and Recreation) District to "B-2" (Suburban Residential, etc.).

(ii) that the Regional Environmental Department prepare and apply for draft plan of subdivision approval for the City land, including the completion of the Environmental Impact Statement.

(iii) that the Finance and Administration Committee be requested to authorize:

(aa) the City Treasurer to recommend a source of funding for expenditures necessary to obtain draft plan approval, to an amount not to exceed $23,800., and

(bb) this funding be reimbursed from the proceeds of the sale of the "Albion Mills Estates" land.

(iv) that the City Solicitor be authorized to take steps to have this City owned land registered under the Land Titles Act,

(v) that the said City owned land within the draft subdivision, known as "Albion Mills Estates", following draft plan approval, be declared surplus to City requirements in accordance with Realty Sales Procedural By-law No. 95-049.

(vi) that the City Clerk, Real Estate Division, be authorized and directed to offer for sale the City's land, "Albion Mills Estates", upon receiving draft plan approval.

D. Lobo
Commissioner
of Public Works and Traffic

for J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

STORMWATER MANAGEMENT WORKS

As contemplated by the above recommendation, staff will investigate and report back to the Committee on the financial implications to the City of the proposed stormwater works.

Capital Costs: The above recommendation does not financially commit the City to make any payment in respect of the proposed works or to require the proposed works until a further report on the financial implications is approved by Council.

The purpose of the above recommendation is to authorize staff to investigate and report on the implementation arrangements that would be necessary to proceed with the said proposed works. It is intended that the capital cost of these mitigation works would be borne by the benefitting land developers.

Operating Costs: As a regulatory authority for surface drainage impacts related to development approvals in the Montgomery Creek watershed, the City of Hamilton may be responsible for some of the operating/maintenance costs associated with the mitigation works. Under the above recommendation, the authorized report to your Committee on the financial implications to the City will address operating costs.

CITY OWNED LAND (ALBION MILLS ESTATES)

The total estimated cost of $23,800. is recommended above to be charged to a source of funding recommended by the City Treasurer and approved by the Finance and Administration Committee. The Real Estate Division of the Clerk's Department has estimated that this expense of funding will be recovered from the proceeds of the sale of the City's 16 acres following draft plan approval as "Albion Mills Estates".

The expenditure of $23,800. to receive draft plan approval to the City's 16 acres, is recommended because this expenditure is expected to increase the fair market value sale price of our land. The marketability and value of the City's land will be increased with draft plan approval as such approval reduces the 'risks', defines all development conditions to the prospective purchaser, and resolve the unknowns regarding the development approval of this environmentally significant area. Draft plan approval is expected to generate an incremental return of $376,000. over the sale of the City's land 'as is'.

Sale of our land as "fully serviced lots", which is not recommended above, would require expenditure of 2.5 million to 2.9 million for infrastructure costs, marketing and legal costs and is expected to generate an incremental return of $200,000. to $1,000,000. over the 'as is' value of the land. Carrying this development through final subdivision registration increases the City's risk exposure resulting from 'unknowns' such as rock, approved storm water alternative, interest rates and state of the housing market at the time of plan registration.

No.	Development Alternative	Market Value of Development Alternative	Expenditure Required to Achieve Development Return	Net Return	Incremental Return over "as is" Value
1	"As is"	$1.0 - $1.4 million	0	$1.0 - 1.4 million	0
2	Draft Plan	$1.4 - $1.8 million	$23,800	$1.376 - $1.776	$376,000
3	Fully Serviced	$4.5 million	$2.5 - $2.9	$1.6 - 2.0	$200,000 - $1 million

BACKGROUND:

This report deals with stormwater management and the development of land adjacent to Mud Street within the Montgomery Creek watershed (east of the Red Hill Creek Valley):

(a) Stormwater Management Works; and,
(b) City owned land Albion Mills Estates

(a) STORMWATER MANAGEMENT WORKS

A technical report on the mitigation of stormwater runoff effects resulting from the approval of development on the escarpment within the Montgomery Creek watershed was carried out because Montgomery Creek is currently eroding downstream, on the Glendale Golf and Country Club lands. The Study addressed potential impacts resulting from land development.

The method recommended is to locate two ponds as close to the base of the escarpment as practically possible. This method is recommended above for endorsement because:

(a) it is $1 Million less expensive to the developers than the alternative method of building a pond in rock on the escarpment; and,
(b) it has superior ecological and environmental benefits to a pond on the escarpment;

As also noted in the above recommendation, there are several significant finance related issues regarding cost sharing, cost recovery, ownership, legislation, liability, and maintenance that must be investigated and reported to your Committee, as this watershed drains lands within two adjacent municipalities and the City does not have exclusive jurisdiction to require these works or to regulate them. Therefore these issues could determine whether the said preferred approach is feasible.

Results of the Stormwater Study:

The City shared the cost of this study with the adjacent developers. This study was co-ordinated by the Region. It became apparent that the solution to the Storm Water Management issue would be a shared facility servicing multiple owners. The Study was conducted under the Class Environmental Assessment (EA) Process.

The method recommended above was circulated to the public in June, 1996, (Appendix "A"). Comments were received from Ontario Land Corporation, owner of land on the south side of Mud Street East of Upper Mount Albion Road. Comments were also received from the Glendale Golf Club asking for a re-examination of the options considered and wishing to participate in the option of a solution involving their land, below the escarpment.

Public input was again requested, September 1996, (also in Appendix "A"), and comments were received from Mr. D. McLean, "Friends of the Red Hill Valley" and L. Hanna-Folkes. A meeting to discuss their concerns was held on 1996 October 18. No further comments have been received from Mr. McLean. Ms. Lyn Hanna-Folkes has indicated that she is satisfied with the study's EA, although she has concerns with the concept of development of City lands within an Environmentally Significant Area (ESA). These concerns are to be addressed through a separate process, through application of Draft Plan of Subdivision under the Planning Act.

Currently, the Environmental Study Report is being finalized by the consultant, to include the public response received from the individuals. Upon its completion, the study will be advertised for the thirty (30) day review period. Assuming that all objections have been satisfied, we do not expect further delays in the completion of this study.

The study has resulted in the development of the "Glendale Option", (see Figure 2), which consists of:

(a) Bio-Engineered Treatment of the low-flow channel of the creek on the Glendale Golf Course property;
(b) Construction of a water quality facility, a "constructed wetland";
(c) Construction of an erosion control facility, a "wet pond"; and,
(d) Relocation of existing golf course features, greens and tees.

The estimated cost to be borne by the developers of this preferred approach is approximately $1,041,300. as opposed to the Escarpment Option being approximately $2,176,900. A third option considered, was independent control ponds on each property which would collectively total $1,797,600.

The devloper of the City owned land ("Albion Mills Estates") would benefit from the "Glendale Option" as its share would be $227,800. as opposed to the "Escarpment Option" costing approximately $411,800., or an individual facility costing approximately $643,900.

Implementation Requirements:

Various options to implement the mitigation measures must be be investigated with the various affected agencies and benefitting parties. The results of such investigations will be the subject of a further report to Committee, and should provide information on the issues including, but not limited to the following:

(aa) the feasibility of the said preferred approach having regard to the alternatives under which developers of the benefitting proposed subdivisions may raise, collect, finance and recover the estimated one million dollar capital project costs; potential cost sharing and financing arrangements among the said developers; the position of the said developers in respect of the said preferred approach, their share of this project, their responses to the alternative methods of implementing this approach and recovering its costs; and, the long term maintenance implications.

(bb) the share of the capital costs, if any, to be borne by the regulatory authorities having jurisdiction over their respective portions of this Montgomery Creek watershed area;

(cc) the agreements if any, required between municipalities or other agencies in respect of the co-ordination of development approvals to require participation of developers, the co-ordination of developers assigned responsibility to oversee construction of the project; the respective roles of the two local municipalities to this shared drainage area, including financial and regulatory roles;

(dd) the types of by-laws, area charges, Development Charges, front end agreements and subdivision conditions under which:

1. participation in and compliance with the said preferred engineering approach for Stormwater (and its financial consequences) by developers of the benefitting subdivisions could be required;
2. payment of capital costs by developers of the benefitting subdivisions could be required and recovered;
3. responsibility for preparation of construction plans/specifications, approval of those plans by developers of the benefitting subdivisions and responsibility for implementing them could be established;

(ee) the ownership and/or agreements required in respect of the mitigation works with the Glendale Golf and Country Club.

Glendale Golf & Country Club

As Glendale Golf Club's contribution to the project, it has been proposed to provide the land for the Stormwater Management Facilities and to cost share maintenance of the facilities. The report recommended above will address the ownership of the proposed "municipal" facility (the ponds) and possibly the low flow channel and cost sharing alternatives.

The said report will address the necessity of binding arrangements in respect of this facility located at the Golf Club as these watershed works are intended to be permanent.

(b) CITY OWNED LAND (ALBION MILLS ESTATES)

The City of Hamilton is the owner of 16 acres of land north of Mud Street adjacent to our boundary with the City of Stoney Creek. The City's Official Plan states that this land may be developed for residential use, although this land is included in the "Felkers Falls Escarpment Environmentally Significant Area" (ESA #53).

The City has several options in respect of this City owned land:

1. Our land may be sold "as is", to allow a developer to proceed with the planning process. It is expected that the City would receive between $1,000,000. and $1,400,000. on this sale.

2. This report recommends that the City invest an additional $23,800. to obtain draft plan approval, to establish the principal of development of these lands within the ESA, and thereby removing a large portion of risk for a prospective purchaser, and increasing the value of our property by approximately $376,000. The time frame to receive all approvals is estimated to be 6 months to 1 year.

3. A further alternative is for the City to complete the subdivision process and sell registered lots. This option is not recommended as there is a large capital investment required with significant risks associated with unknowns, such as construction contingencies (rock excavation), interest rates, and the future state of the housing market at the time of plan registration.

At the Finance and Administration Committee meeting of 1996 July 3, a recommendation to declare the 16.4 acre site surplus was "tabled". The intent of the recommendation was to declare the site surplus in order that the Property Department proceed to sell the site 'as is'. The direction received at that time was the City should proceed to at least draft plan approval. Included in this report are recommendations that the City proceed prior to the sale of the property with the draft plan of subdivision application, zoning and land titles registration.

To obtain Draft Plan approval, the zoning application and land titles registration, an estimated $23,800. is required. This amount can be summarized as follows:

Draft Plan Application Fee		$4,335.00
Environmental Impact Statement (includes GST)		7,169.00
Public Notice Signs		1,500.00
Land Titles Registration		5,785.00
Preparation of Land Titles Plan		1,000.00
Contingency Allowance (20%)		3,958.00
Total	$23,747.00	round to $23,800.00

Re-Zoning City Land

The City's land is designated RESIDENTIAL in the City of Hamilton Official Plan. The proposed use for single detached dwellings implements the intent of the Official Plan. The land is designated URBAN in the Hamilton-Wentworth Official Plan. In addition, the land is also designated as "Environmentally Significant Area". One of the conditions of approval for any residential development is the preparation of an Environmental Impact Statement (EIS).

As part of the Storm Water Management Environmental Assessment, a scoped EIS was undertaken. The EIS dealt with environmental issues for the storm water management as well as those related to the development of the subdivision. Additional work for the EIS is required to be undertaken to identify conditions of draft plan approval. The cost to complete the statement is estimated to be $7,169. (includes GST).

Niagara Escarpment Jurisdiction and Zoning

At present, the City land is under the jurisdiction of the Niagara Escarpment Commission. As such, a development permit is required prior to the development of the land. However, it is expected the land will be removed from development control by mid 1997. Once the regulations are removed, the land reverts to the existing zoning which is "A" (Conservation, Open Space, Park and Recreation) District. A rezoning of the lands will be required.

To ensure the City property is developed in a manner consistent with the neighbouring subdivision, it is recommended above that the City proceed to rezone the property to "B-2" (Suburban Residential, etc.) District. Since this would be a City initiative, the cost will be borne by the City and there is no additional staff required. The only direct cost for the application will be the cost of a notification sign estimated to be $650.

Draft Plan of Subdivision Application

A proposed lot layout was completed as part of the Storm Water Retention study. The draft lot layout for Albion Mills Subdivision identifies 71 single family lots and 1 large block of land fronting Mud Street, as shown on the attached plan marked as APPENDIX "B". The lot frontages vary from 50 to 60 feet. Since development of any property fronting on Mud Street will be restricted until such time as Mud Street is dead ended at the freeway, this portion of the site would be retained (1.83 acres) in order to maximize profits by selling the block after the completion of the expressway once Mud Street is dead ended.

A preconsultation meeting was held 1996 November 12 with Regional Environment Department (Planning Division) and other departments and agencies regarding a proposal to submit draft plan application. Since this would be a the City initiative, the cost will be borne by the City and there is no additional staff required. The cost of the application fee to the Region is $4,335. An additional $850. is required for the subdivision sign.

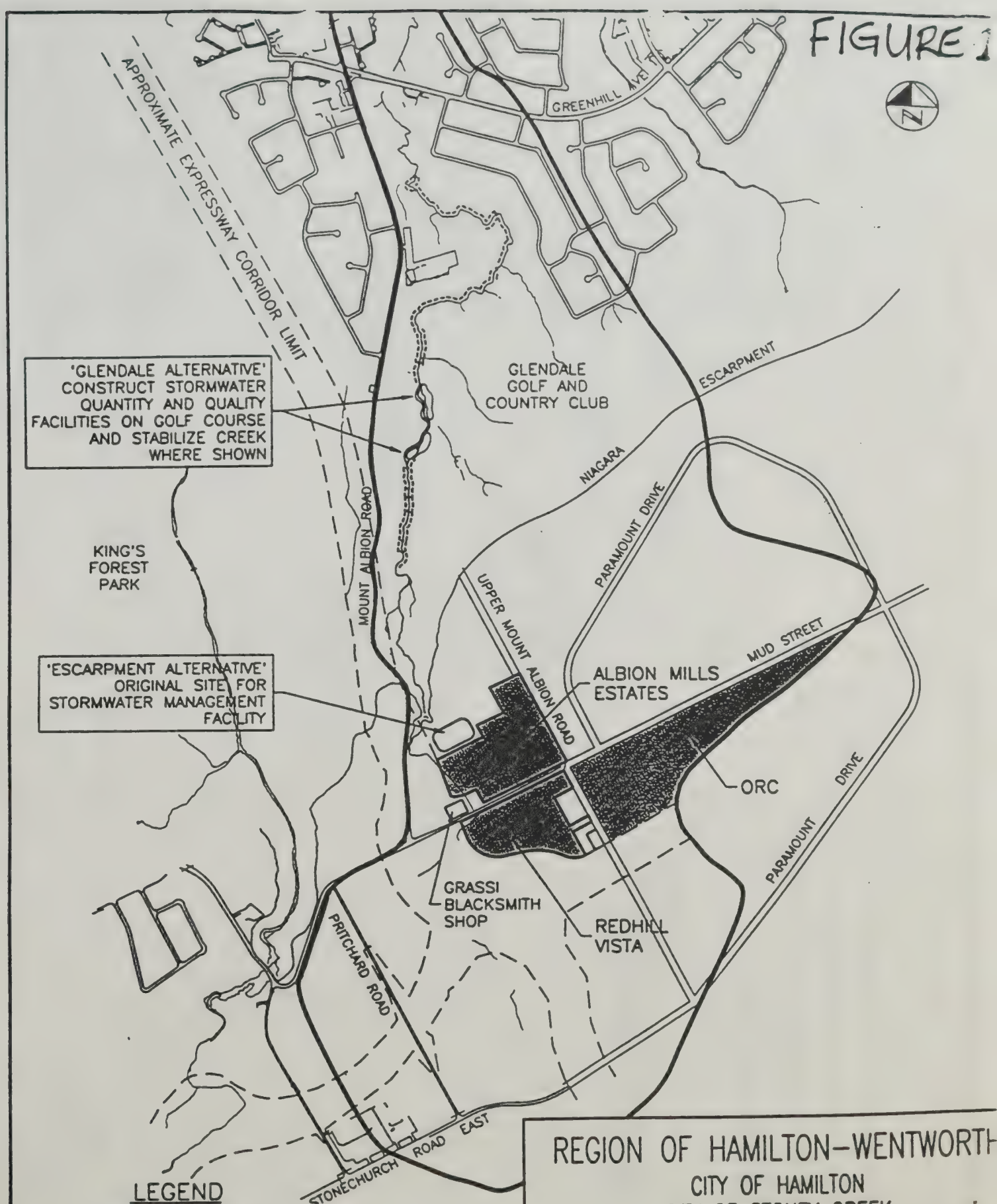
Land Titles

Although it is not a requirement of draft plan approval, registration of the site in Land Titles, is a requirement of the Registration of the Plan of Subdivision. This process can be completed concurrently with the zoning and draft plan application enhancing the marketability of the property. The Law Department has estimated the cost to register the site in land titles at $5,000. plus a $785. provincial application fee. The Regional Surveyor estimated the cost to prepare the plan for registration in land titles at $1,000. Therefore, the total estimated cost to proceed with the application is $6,785.

EC/JHE/RL/nw

c.c. Alderman T. Jackson, Alderman, Ward 6
Alderman Bob Charters, Alderman, Ward 6
Alderman H. Merling, Alderman, Ward 7
P. Noé Johnson, City Solicitor
A. C. Ross, Treasurer
K. M. Lau, Manager of Surveys, Roads Division

FIGURE 1



REGION OF HAMILTON-WENTWORTH

CITY OF HAMILTON
CITY OF STONEY CREEK

MONTGOMERY CREEK
STORMWATER MANAGEMENT

STUDY AREA
LOCATION PLAN
FIGURE NO. 1

Philips Planning Engineering Limited

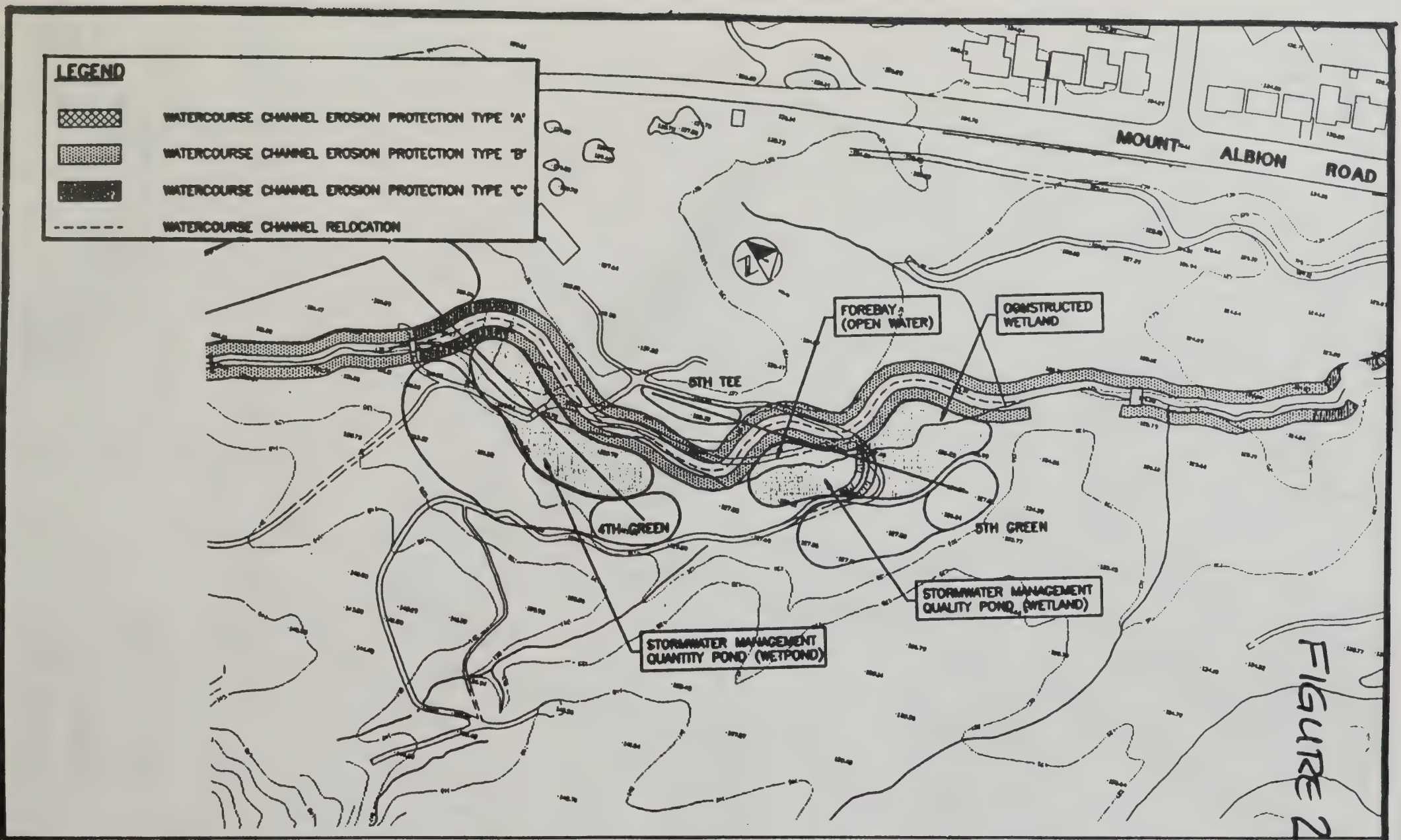
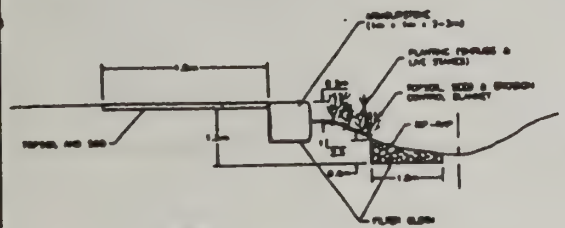


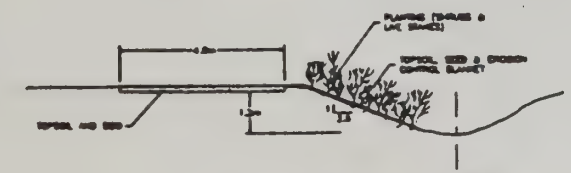
FIGURE 2

SCHEDULE "B"

FIGURE-2



TYPE 'A' TREATMENT
(ONE SIDE OF CHANNEL SHOWN)



TYPE 'B' TREATMENT
(ONE SIDE OF CHANNEL SHOWN)



TYPE 'C' TREATMENT
(ONE SIDE OF CHANNEL SHOWN)

MONTGOMERY CREEK CLASS ENVIRONMENTAL ASSESSMENT
STORMWATER MANAGEMENT
REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH

GLENDALE ALTERNATIVE WATERCOURSE STABILIZATION & STORMWATER MANAGEMENT FACILITY LAYOUT

950L

APPENDIX A

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

REDHILL VISTA/ALBION MILLS ESTATES
STORMWATER MANAGEMENT STUDY

CLASS ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION PACKAGE

JUNE 1996

REDHILL VISTA/ALBION MILLS ESTATES

CLASS ENVIRONMENTAL ASSESSMENT

June 1996

STORMWATER MANAGEMENT

1. INTRODUCTION

The Regional Municipality of Hamilton-Wentworth, City of Hamilton, and City of Stoney Creek have identified lands proposed for development in an area east of Mount Albion Road located to the north and south of Mud Street in the City of Hamilton, and City of Stoney Creek, respectively (ref. Figure1). The lands proposed for development (i.e. Development Area) consist of two developments:

- Redhill Vista - consisting of approximately 5.9 hectares located to the south of Mud Street. This Draft Approved Subdivision extends from Upper Mount Albion Road to approximately 330 metres westward. The northern site boundary is defined by Mud Street, while the south and west site limits are defined by the proposed Red Hill Creek North-South expressway corridor.

- Albion Mills Estates - consisting of approximately 6.6 hectares located to the north of Mud Street. This proposed subdivision extends from the western limits of the existing Glendale Summit subdivision to approximately 330 metres westward. The northern development boundary extends 290 metres north of Mud Street at the eastern limit of the site and 170 metres at the western limit of the site.

2. PURPOSE OF THE STUDY

The primary purpose of this Class Environmental Assessment study (Class EA) has been to determine the preferred stormwater management solution for the Redhill Vista Subdivision. The study has however also considered the opportunity of providing a combined stormwater management solution for the proposed Albion Mill Estates development. The inclusion of the Albion Mills Estates site within this study is considered appropriate given the City of Hamilton Official Plan which designates the land for residential development purposes.

The Class EA study recommendations, would not be fully implemented until the requisite planning approvals for Albion Mills Estates have been secured.

3. STUDY ORGANIZATION/PROCESS

Process

This study has been undertaken according to the requirements of the Municipal Engineers Association Class EA

The purpose of the Class EA process is to promote the protection and conservation of the environment, through good planning and informed decision-making. It allows for the evaluation of the environmental impacts of a project and its alternatives.

Study Area

Impact limits of the Study (i.e. study area) conform with the local Montgomery Creek subwatershed, which is a tributary to the Red Hill Creek (ref. Figure 1). The subwatershed basis for the study area definition is considered appropriate, as it includes all areas which contribute surface flow to the Development Area. The study area also includes a section of the Montgomery Creek downstream of the Development Area (i.e.through Glendale Golf and Country Club) to Greenhill Avenue. North of Greenhill Avenue the effects of runoff from the Development Area would become inconsequential.

Study Team and Steering Committee

This study has been undertaken by a Study Team consisting of:

Philips Planning and Engineering Limited
- *Project Management*
- *Water Resources Engineering*

Dougan & Associates
- *Terrestrial Resources Assessment*

Guidance has been provided to the Study Team by a Steering Committee consisting of staff of the following agencies:

Regional Municipality of Hamilton-Wentworth
City of Hamilton
City of Stoney Creek

4. PUBLIC CONSULTATION

Public consultation is mandatory at three points under the Class EA:

(i) Study Notice at Commencement
(ii) Review of Alternative Solutions
(iii) Notice of Completion

A Notice of Study has been circulated to the directly affected public, interested public groups and government agencies at the commencement of the study (February and March, 1995) and advertised in the Hamilton Spectator (March 1996).

This information package represents the second component of public consultation undertaken for this study. It is the purpose of this report to inform interested members of the public of the study's progress and to solicit comments regarding the preparation of baseline inventories, formulation and evaluation of alternative solutions, and selection of a preferred stormwater management solution.

Input from the Public and government review agencies, will be used in the final recommendation.

Information that led to the final recommendation will be documented in a Project File Report which will be made available for public review and comment after the Notice of Completion has been advertised.

5. PROBLEM STATEMENT

Subdivision development generally reduces the amount of space where stormwater can filter back into the ground. The corresponding affect increases the volume of stormwater runoff and higher, more frequent peak flow rates from the developed area. The occurrence of higher peak flow rates and increased volume of stormwater runoff can lead to increased occurrences of flooding and erosion downstream of such developments.

Of particular importance to this study initiative are the watercourse reaches located below the Niagara Escarpment, downstream of the Redhill Vista and Albion Mills Estates lands which are presently experiencing significant erosion.

Subdivisions development also typically results in higher vehicle usage which degrades water quality (i.e. high loading of pollutants such as nutrients, organic compounds and heavy metals).

Without the proper stormwater management, development of the Redhill Vista and Albion Mills Estates subdivisions, may increase erosion and flooding potential on the downstream watercourses, potentially incurring damage to downstream properties, as well as degrade water quality in the receiving watercourse.

The potential for the proposed developments to aggravate these existing flooding and erosion concerns has provided the rationale to undertake the present study. The study is hence intended to identify a means of ensuring that development of the Redhill Vista and Albion Mills Estates lands does not increase the existing flood and erosion potential on downstream lands or degrade water quality within the downstream watercourse.

6. SUMMARY OF BASELINE INVENTORIES

In accordance with requirements of the Class EA process, a description and inventory of the existing environment has been undertaken. The key characteristics of the area include:

Land Use

The Official Plans of the City of Hamilton and City of Stoney Creek identify these two parcels lands for residential usage.

Redhill Vista:

The Redhill Vista lands have received Zoning approval to allow for single family dwellings and townhouses.

In addition, this subdivision has received draft plan approval conditional upon addressing the stormwater management requirements for the site.

Albion Mills Estates:

To date, applications for subdivisions and zoning approval have not been made.

The Albion Mills Estates site is located within the Niagara Escarpment Plan area and is designated as *Urban*. Lands to the north of the Albion Mills Estates site are designated as *Escarpment Natural* Area.

The city owned Albion Mills Estates lands are also currently located within the *Redhill Creek Escarpment Valley Environmentally Significant Area (E.S.A.)* as illustrated on Figure 2.

The inclusion of this land within the E.S.A. has provided the basis for the Regaionl Municipality of Hamilton-Wentworth to commission an Environmental Impact Statement in concert with this Class EA.

Environmental Impact Statement

The Environmental Impact Statement (EIS) has been undertaken in concert with this Class EA to determine:

- The terrestrial impacts (ie. local vegetation and wildlife habitat) associated with the possible siting a stormwater management facility in the vicinity of the Albion Mill Estates lands.

- The appropriate E.S.A. boundary in relation to the Albion Mills Estates lands.

Hydrogeology

- The upper portions of the Montgomery Creek subwatershed area function to recharge the groundwater system which provides water to the Red Hill Creek through infiltration of rainfall.

- The upper portions of the subwatershed consist of clayey and silty soils which exhibit limited infiltration potential which in turn limits the amount of groundwater recharge within the headwater area.

- The relatively impermeable clay and silt soils which occur in the development area, in conjunction with the close proximity of bedrock to the ground surface provide limited opportunities for infiltration dependant stormwater management practices.

Fisheries

- The fisheries resources within the Montgomery Creek upstream of the Niagara Escarpment are significantly limited by the intermittent nature of surface flow within the creek and by the significant barrier to movement provided by the Niagara Escarpment.

- The tributary reach downstream of the Niagara Escarpment provides greater fisheries habitat potential than the upstream reaches, with baseflow contributions due to seepage from the bedrock along the escarpment base.

Water Resources

The study area, defined by the Montgomery Creek subwatershed, consists of an area of approximately 312 ha. The majority of the drainage area is located above the Niagara Escarpment and includes approximately 70 ha existing residential development within the City of Stoney Creek as well as 116 ha of agricultural land located south of Mud Street (ref. Figure 2).

The existing development within the City of Stoney Creek drains to the Montgomery Creek via a 2700 mm diameter storm sewer outfall located at the brow of the escarpment to the north of the Albion Mills Estates lands.

The agricultural area south of Mud Street drains via a series of local channels which connect south of Mud Street within the Redhill Vista lands.

The receiving watercourse downstream of the Development Area can be characterized by:

- a fairly stable channel form from the storm sewer outfall location to the upper reaches of the golf course.

- numerous active erosion site along sections of the watercourse through the golf course, primarily located at the outside of meanders and in areas where riparian vegetation is absent

- vulnerable areas which have experienced erosion continue to erode, due to steeply sloping channel side slopes and exposed sandy loam type soils, particularly during moderate runoff events.

Bruce Trail

The Bruce Trail follows the Niagara Escarpment crest to the north of the Albion Mills Estates lands.

Transportation

The Redhill Vista and Albion Mills Estates lands are located to the east of the proposed North-South Red Hill Creek Expressway. The Expressway, which received Environmental Assessment approval in 1985 included provisions to close Mud Street as a thoroughfare at the expressway and replace Mud Street with a local east-west link (Agate Street) which would cross the present Albion Mills Estates lands connecting Kingsview Drive with Anchor Road.

Since that time the Regional Municipality of Hamilton-Wentworth has proposed a number of changes to the Expressway including the removal of the Agate Street connection. This is currently part of a separate Project and Design initiative outlined in *"Red Hill Creek Expressway North-South Section, Exemption Order"*, May 1996.

Heritage Resources

The study area contains a number of areas of historic significance including:

- Remains of the Village of Mount Albion particularly the Grassi Blacksmith shop located on the north side of Mud Street west of Albion Mills Estates.

- An historic mansion (Harmony Hall) which was constructed by the Davis Family, one of the original settlers in this area. Harmony Hall, demolished in the 1950's, was located east of Mount Albion Road and north of Mud Street.

- An historic cemetery located on Upper Mount Albion Road

Information received from the City of Hamilton Heritage Planners confirms that foregoing heritage sites would not be impacted by the development of Redhill Vista, Albion Mills Estates or associated stormwater management ponds or wetlands.

7. SCREENING OF STORMWATER MANAGEMENT ALTERNATIVES

Based on consideration of the baseline environmental conditions, a variety of stormwater management solutions have been subjected to an initial screening process. The purpose of this process has been to determine a range of reasonable stormwater management solutions for resolving the problems discussed earlier. A numerical watershed model (ie. hydrological model) has been used to assess the effects of various storm water management alternatives on erosion and flood potential in the downstream reaches of the Montgomery Creek. Water quality mitigative techniques have been screened on the basis of compliance with Provincial stormwater managment practices (ref. Stormwater Management Practices - Planning and Design Manual, Ministry of Environment and Energy, 1994).

Each stormwater management alternative has been analyzed in terms of its functional effectiveness to address the following:

- prevent increases in flood potential;
- prevent increases in erosion potential; and,
- prevent degradation of water quality in accordance with Provincial objectives and guidelines.

The stormwater management strategies which have been screened include:

A. Future Uncontrolled Development (Do Nothing)

This alternative would involve no stormwater management controls. Assessment results indicate that erosion potential within the downstream watercourse would increase by up to 5% . Additionally this alternative would not address potential impacts on flooding, water quality or associated fisheries habitat as required by Provincial and Federal policies; therefore it has been considered an unreasonable solution.

B. Source Controls

This alternative would feature the use of mitigative measures within developing areas on a lot-by lot basis and would include techniques such as; reduced lot grading, roof leader discharge to grassed areas and rural road standards (i.e. roadside ditches). Promotion of active infiltration within on-site infiltration basins (i.e. soakaway pits) or use of surface ponding has not been considered based on the very shallow bedrock conditions which offer limited potential to implement these techniques on a site by site basis.

Results of the erosion assessment indicate that the sole use of source controls to mitigate erosion impacts would not be effective with increases in erosive potential of up to 4%.

Source control measures provide water quality benefits, however flood control benefits provided would be limited.

Based on the foregoing the use of Source Controls is not considered a reasonable solution.

C. Watercourse Improvements

Improvements to the downstream watercourse have also been considered to address existing and future erosion potential of the watercourse. Based on field inspection of the existing watercourse form, implementation of watercourse improvements would address erosion concerns by increasing the existing channel's ability to resist channel erosion through alteration of the stream cross-section and alignment as necessary to provide a stable stream form.

Improving the downstream watercourse's ability to resist erosion may be implemented in two ways:

(i) Channelization (hardening) of the watercourse base and sides with armourstone, gabion lining or rip-rap material. Impacts on the existing golf course usage would be minimized by retaining the existing watercourse location and cross section characteristics, however this form of watercourse offers severely limited natural habitat potential.

or

(ii) A naturalized channel design which would involve realignment of the watercourse location and changes to the watercourse channel cross section and flood plain to establish a stable stream form. This method would provide a natural stream form with high natural habitat potential, however the requirements for alteration of the watercourse location and channel/flood plain relationship may impose significant constraints on the existing golf course usage.

Watercourse improvements, which serve to protect the downstream lands from erosion, would not reduce the frequency or magnitude of flooding on the downstream lands and therefore would not meet the criteria of maintaining or reducing flood potential.

Watercourse improvements would only marginally address water quality impacts through a reduction in suspended solids loading due to reduced channel bank erosion during runoff events and therefore do not meet water quality treatment requirements in accordance with Provincial objectives for the Development Area.

Therefore, although improvements to the downstream watercourse offer potential benefits in terms of erosion protection, and improvements to the in-stream habitat (natural channel alternative), as a stand alone solution, this alternative would not meet all of the stated objectives.

D. Combination of Watercourse Improvements with Supplemental Water Quality Treatment

This alternative would involve the implementation of watercourse improvements as noted in the foregoing in conjunction with supplemental water quality treatment within the Development Area, in order to address water quality and flood control requirements in accordance with provincial standards.

Water quality treatment techniques which have been considered include; disconnection of roof leaders, passive source controls, or End-of-Pipe treatment.

On the basis of functional effectiveness this alternative has been considered reasonable and has been carried forward for further evaluation.

E. End-of-Pipe Storage Facility

The End-of-Pipe alternative would involve utilizing urban road cross sections and directing discharge to a storm sewer conveyance system. Stormwater would then be conveyed to an End-of-Pipe Management Facility for water quality treatment and management of erosive flows.

Based on the shallow bedrock topography in the study area, a constructed wetland with its associated shallow permanent pool component as well as an extended detention component for erosion control would be preferred over a deeper wet pond configuration.

Assessment results indicate that a constructed wetland, which would include a temporary storage area (i.e. extended detention storage) would, in conjunction with seepage losses into the surrounding bedrock, reduce future downstream erosion potential by up to 2.6%.

On the basis of functional effectiveness this alternative has been considered reasonable and has been carried forward for further evaluation.

8. EVALUATION OF STORMWATER MANAGEMENT ALTERNATIVES

Based on the foregoing screening process two Stormwater Management Alternatives will resolve the flood protection, erosion control and water quality treatment problems previously identified. They include:

Alternative D - Combination of Watercourse Improvements with Supplemental Water Quality Treatment within Development Area

Alternative E - End-of-Pipe Storage Facility

A further evaluation of these two alternatives has been undertaken based on the following criteria:

- *Functional Effectiveness*
  - → *Flood Potential*
  - → Erosion
  - → Water Quality
  - → Terrestrial
  - → Fisheries
  - → Hydrogeological
- Social/Land Use
- Staging/Timing
- Economic

Alternative D

The Combination of Watercourse Improvements with Supplemental Water Quality Treatment would provide benefits in terms of watercourse habitat (natural channel design) and effective mitigation/restoration of existing erosion concerns. However this alternative would also negatively impact on the existing golf course and require significantly higher costs to construct watercourse improvements and provide on-site stormwater managment control. Additionally, this alternative would significantly delay the timing of construction of the Redhill Vista lands. Based on the foregoing, this alternative has not been recommended.

Alternative E

An End-of-Pipe Facility (i.e. constructed wetland) would provide effective mitigation of erosion impacts by temporarily storing runoff from the Development Area and slowly releasing the runoff at a reduced rate. This temporary storage reduces the erosive shear forces on the channel base and banks thereby reducing the amount of in-stream erosion. The use of a constructed wetland would also provide flood control in accordance with Provincial guidelines.

Wetland systems provide effective pollutant removal, natural appearance and function and provide good potential to be integrated into the adjacent recreational and residential land uses.

This alternative would require a significantly lower capital outlay as compared to *Alternative D - Watercourse Improvement*, produce no impact to the golf course, as well as provide compatible timing for construction of the Redhill Vista lands

On the basis of the foregoing Alternative E has been selected as the preferred stormwater management solution.

9. PREFERRED STORMWATER MANAGEMENT ALTERNATIVE

Based on the evaluation process, Stormwater Management Alternative "E" which utilizes an End-of-Pipe facility has been selected. This alternative effectively mitigates the impacts of flooding and erosion which would result from the proposed development, and provides water quality treatment in accordance with Provincial guidelines and objectives.

Design Alternatives

A number of alternative designs for an end-of-pipe facility have been considered and evaluated. These alternatives have included:

Single on-site stormwater management facility for each development.

Off-site facility located downstream of the development area, possibly within the Glendale Golf and Country Club. This type of facility would function as a control for the entire upstream drainage area.

Combined stormwater management facility in the vicinity of the Development Area servicing Redhill Vista with the potential to service the Albion Mills Estates as well.

The alternative of providing a separate facility within each development site would provide greater flexibility for development timing and would reduce the cost of local storm sewer systems, however it would also result in increased maintenance costs, loss of development potential (within Redhill Vista) and increased safety concerns associated with a location adjacent to medium density residential land use on Redhill Vista lands. Additionally, the drainage areas of the Redhill Vista and Albion Mills Estates individually would only provide the approximate minimum drainage area required to sustain a constructed wetland or wet pond (i.e. 5 ha+/-).

While an off-site facility would function as a control for the entire subwatershed drainage area, thereby providing a high degree of runoff control, such an option would require control of significantly larger volumes of runoff with associated increased costs. In addition, in order to be effective the location of an off-site facility would be limited to the upper section of the downstream watercourse, (i.e at the base of the Niagara Escarpment) requiring significant financial resources and a "moderate to large" area to accommodate such a facility. This alternative is also constrained by the timing objectives of Redhill Vista.

Therefore, a single facility for both the Redhill Vista and Albion Mills Estates properties would be preferred to reduce construction and maintenance costs as well as improving functional effectiveness of the wetland.

Preferred Stormwater Management Plan

A combined stormwater management facility located on city-lands, north-west of the Albion Mills Estates (ref. Figure 1) would hence be preferred as it provides the following advantages:

- Consolidation into a single location reduces maintenance and construction costs.
- Increased tributary drainage area provides greater viability for a constructed wetland.
- Location to north of Albion Mills Estates provides opportunity to construct a naturalized stormwater management facility compatible with adjacent recreational and residential uses.

The Preferred Stormwater Management Alternative would incorporate the following features:

- Residences within the Development Area would feature roof leaders which discharge to pervious areas such as lawns.

- Urban road cross-sections with curb and gutter systems would be used within the Developing Area.

- The curb and gutters system would drain to a shallow local storm-sewer system

- Local storm sewer would discharge to a constructed wetland/extended detention Stormwater management facility to provide the necessary water quality and erosion control.

- The preferred location of the constructed wetland would be adjacent to the Bruce Trail and should therefore incorporate a comprehensive vegetative planting plan to provide screening to avoid impacting on the aesthetics of the trail.

- The existing drainage channels which flow through the Redhill Vista Site would be conveyed around the development area through a constructed watercourse which would be designed using natural channel design principles.

10. REQUEST FOR COMMENTS

Members of the public are encouraged to provide comments on any aspect of the study and/or its findings. **It is requested that written comments regarding this project be provided to either Mr. E. Chajka, or Mr. R. Scheckenberger (address noted below) prior to July 12, 1996.**

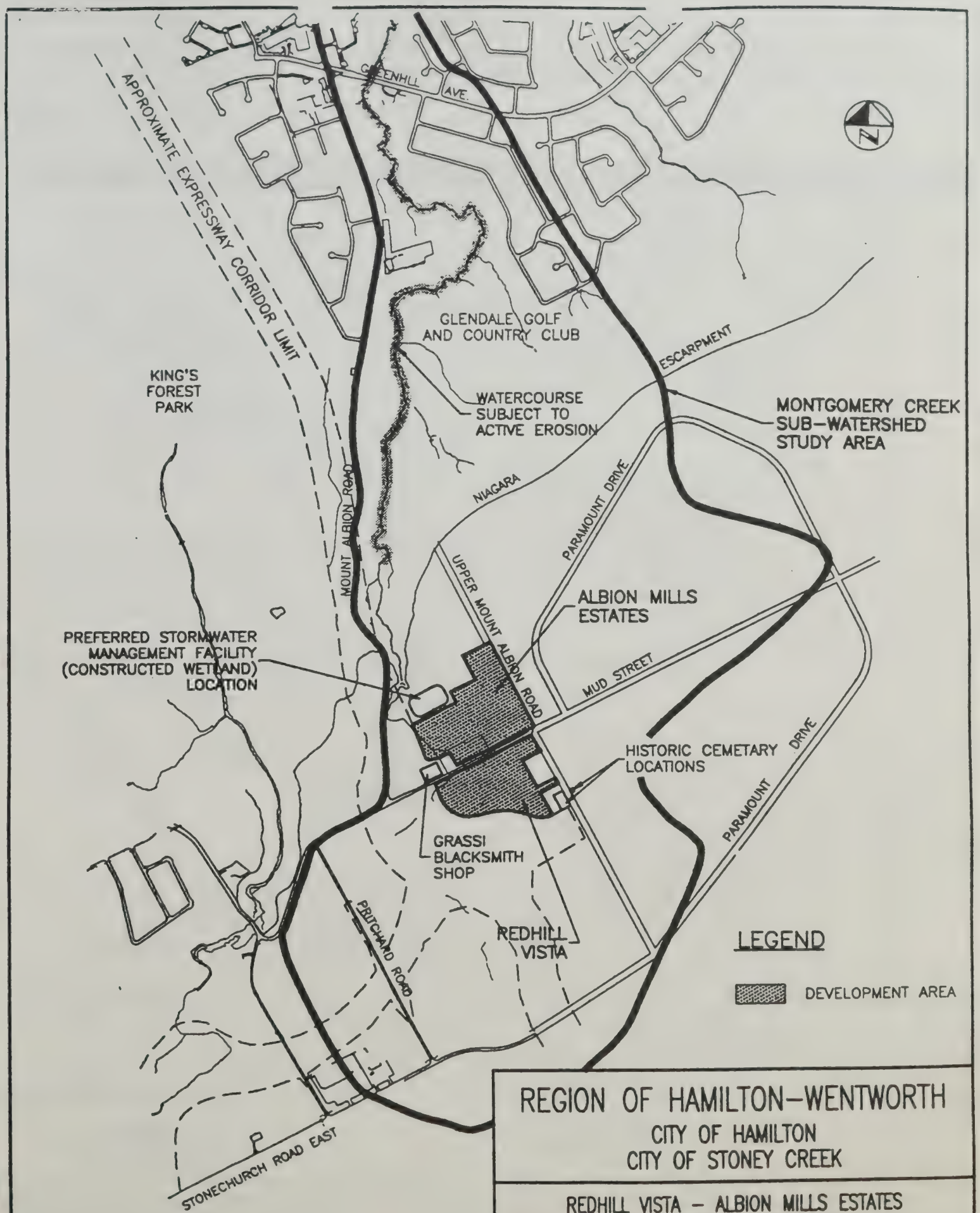
If you wish to receive additional information or wish to provide input to the study please contact:

Mr. E. Chajka, P. Eng.
Project Co-ordinator
Regional Municipality of Hamilton Wentworth
71 Main Street West, Hamilton, Ontario
L8N 3T4

Telephone : (905) 546-2809
Fax: (905) 546-2870

Mr. R. Scheckenberger, M. Eng., P. Eng.
Project Manager
Philips Planning and Engineering
3215 North Service Road, Box 220
Burlington, Ontario
L7R 3Y2

Telephone : (905) 335-2353
Fax: (905) 335-1414



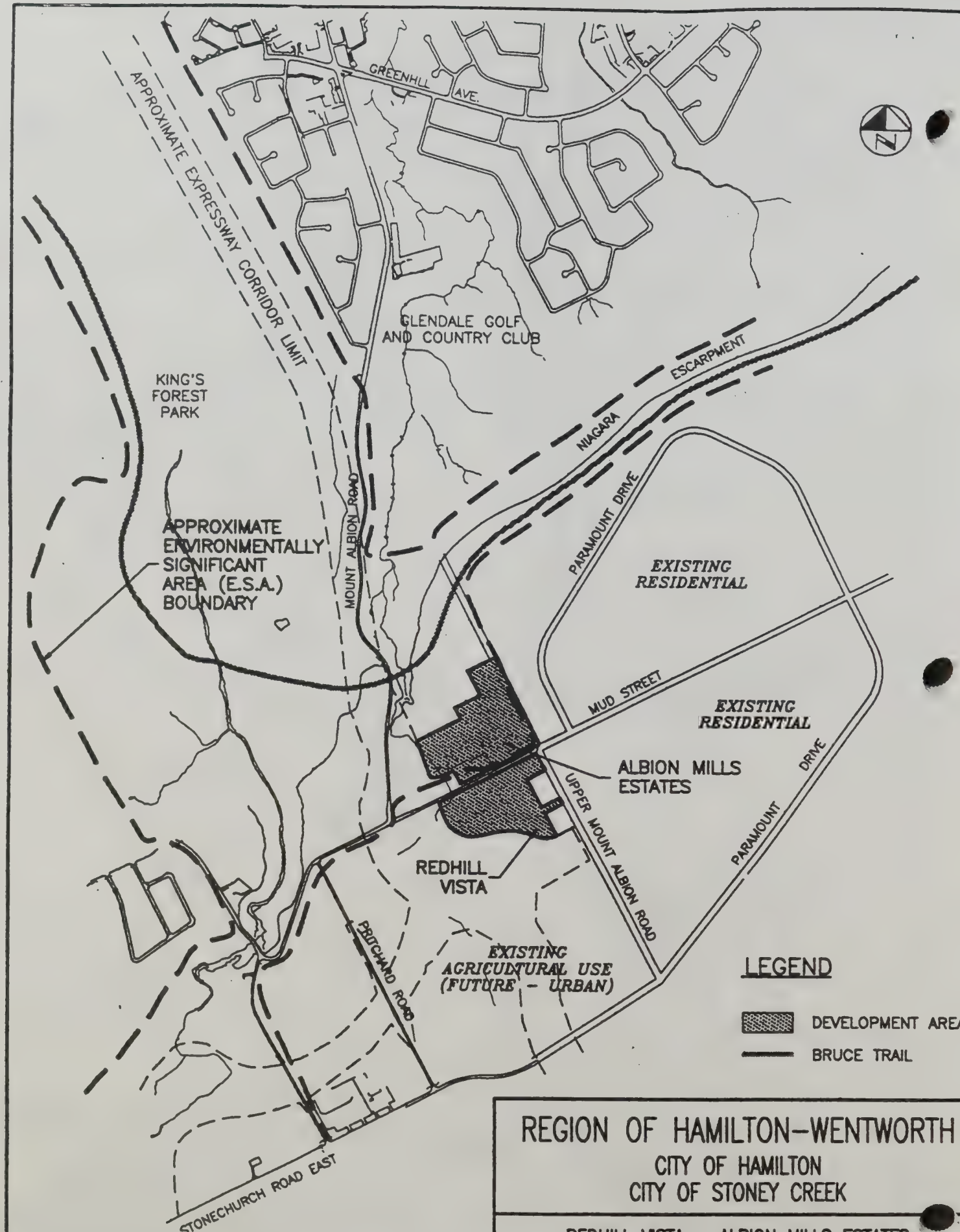
REGION OF HAMILTON-WENTWORTH

CITY OF HAMILTON
CITY OF STONEY CREEK

REDHILL VISTA – ALBION MILLS ESTATES
STORMWATER MANAGEMENT

STUDY AREA
LOCATION PLAN
FIGURE NO. 1

Phillips Planning + Engineering Limited



REGION OF HAMILTON–WENTWORTH

CITY OF HAMILTON
CITY OF STONEY CREEK

REDHILL VISTA – ALBION MILLS ESTATES
STORMWATER MANAGEMENT

STUDY AREA
LAND USE
FIGURE NO. 2

Phillips Planning Engineering Limited

MONTGOMERY CREEK
(formerly REDHILL VISTA/ALBION MILLS ESTATES)

CLASS ENVIRONMENTAL ASSESSMENT *September 1996*

STORMWATER MANAGEMENT

1. INTRODUCTION

In June of 1996, the Regional Municipality of Hamilton-Wentworth provided an Information Bulletin to the Public, Agencies and respective stakeholders for a Class Environmental Assessment involving the Red Hill Vista and Albion Mills Estates developments. The focus of the June, 1996, Information Bulletin was to inform all parties of the study's purpose, the associated process, levels and frequency of public consultation, problem statement, a summary of baseline environmental conditions and most importantly, background on the screening of stormwater management alternatives, subsequent evaluation and recommendation of a preferred stormwater management alternative.

Pursuant to distribution of the June, 1996, Information Bulletin, the Region along with its Project Team, has received various levels of input which have resulted in an opportunity to reonsider a previously discounted alternative, which may provide greater benefits to the environment (physical and social) in a more cost effective manner. This current communication is intended to provide the Public, Agencies and stakeholders with an indication of the characteristics associated with this "new" alternative and to similarly request comment on its viability and acceptance.

2. RESULTS OF PUBLIC AND AGENCY CONSULTATION

- ***Red Hill Vista***

  The Project Team met with the designers of the Red Hill Vista Subdivision (one of the original two considered in the Class E.A.). Due to the proximity of bedrock, the recommended solution involving construction of a stormwater quality and quantity facility on the escarpment (the "Escarpment Alternative") became prohibitively expensive. The proponents for Red Hill Vista expressed significant concern with respect to the economic viability of the Escarpment Alternative particularly in light of the requirement for duplicate storm sewers and difficult construction conditions.

- ***Ontario Realty Corporation***

  Through the June, 1996 communication, the Ontario Realty Corporation (ORC) expressed an interest to partner in the recommended solution. As a result of their interest, the Escarpment Alternative was reevaluated considering the development of ORC lands directly to the proposed drainage system (ref. Figure). The inclusion of ORC along with Red Hill Vista and Albion Mills Estates would result in a more economic solution for all parties. Concerns expressed by ORC with regard to a stand alone stormwater management solution for their own lands related primarily to lost development opportunity costs and overall land utility.

- ***Glendale Golf and Country Club***

  Communication with Glendale Golf and Country Club indicated a willingness by the Club's Board to participate in a "new" solution which would commit some of their lands to an improved overall drainage system. It was noted by Glendale, that while the previous solution would maintain status quo with respect to erosion problems along Montgomery Creek through the golf course, it would not result in a stable creek. As a result, the Club's Board indicated a desire to participate as a partner in the project in order to address a broader scope of problems.

- ***Agencies***

  The Hamilton Region Conservation Authority, Niagara Escarpment Commission and Ministry of Natural Resources (Niagara District) were contacted by the Project Team regarding the viability of an off-site solution within the golf course ("Glendale Alternative"). In general, each agency expressed enthusiasm towards the Glendale Alternative in light of the potential environmental benefit to the overall watershed.

Summary

Based on the foregoing consultation, the Regional Municipality of Hamilton-Wentworth and the Project Team concluded that it would be worthwhile to revisit the design alternative involving construction of an off-site facility (s) on the Glendale Golf Course lands. This alternative would need to provide runoff management for Red Hill Vista, Albion Mills Estates and Ontario Realty Corporation lands, as well as address current erosion problems through the Glendale Golf and Country Club.

3. PROCESS

Since completing the foregoing consultation, the Project Team has undertaken the necessary technical studies to verify the functionality of the Glendale Alternative. In addition, consultants for Glendale Golf and Country Club have evaluated the Glendale Alternative and made the associated refinements to appropriately allow for the coexistence of the proposed stormwater management infrastructure and the golf course.

Meetings have been held to review the conceptual and preliminary designs. Additional meetings with Glendale Golf and Country Club and the development community have been convened to examine various cost sharing considerations and proposals.

The next step in this process is to consult the Public, Agencies and stakeholders on the new preferred solution, namely the Glendale Alternative; this is essentially the purpose of this current communication.

Concurrently, the Board of Directors of Glendale Golf and Country Club have been requested to contact its membership regarding the acceptability of the Glendale Alternative. Once all of the Public, Agency and stakeholder input has been received, it is proposed to integrate this information into a revised Class Environmental Assessment Report and to submit it through a Notice of Completion for the requisite 30 day review period. Pending no bump-up request, the Class E.A. will become the guiding document for stormwater management for future development associated with the identified stakeholders in the Montgomery Creek Subwatershed.

4. DESCRIPTION OF PREFERRED SOLUTION: GLENDALE ALTERNATIVE

Essentially the Glendale Alternative would consist of three primary components:

1. Stormwater Management Facilities
   (a) Water Quality Management Facility
   (b) Water Quantity (Erosion) Management Facility

2. Watercourse Stabilization Works
3. Golf Course Modifications to implement 1 and 2.

As noted in the June, 1996 communication, an off-site facility within the golf course would control the entire subwatershed drainage area, thereby providing a high degree of runoff control. The drawbacks, however, would be that such a system would require control of significantly larger volumes of runoff, hence land requirements for a facility would be onerous. In addition, securing approvals for the Glendale Alternative due to its broader scope and additional stakeholders was initially (ie. June, 1996) interpreted to constrain current development objectives. In the intervening period, however, certain factors have arisen (ref. Section 2) which have warranted reconsideration of the off-site solution.

The technical analysis of the off-site facility indicated that it would be essentially infeasible to construct a facility large enough on the golf course property to effectively maintain existing erosion potential. As a result of this conclusion/finding, it was recommended that a combination solution described as Alternative D in the June, 1996 communication would most effectively manage watercourse erosion through implementation of a quantity control facility and instream improvements to the watercourse. The form of instream watercourse stabilization would be dependent on the stream's configuration and adjacent land uses, however, consultation with Glendale Golf Course staff and agencies has indicated a strong desire to integrate bioengineering techniques and natural channel design towards a long term natural "system".

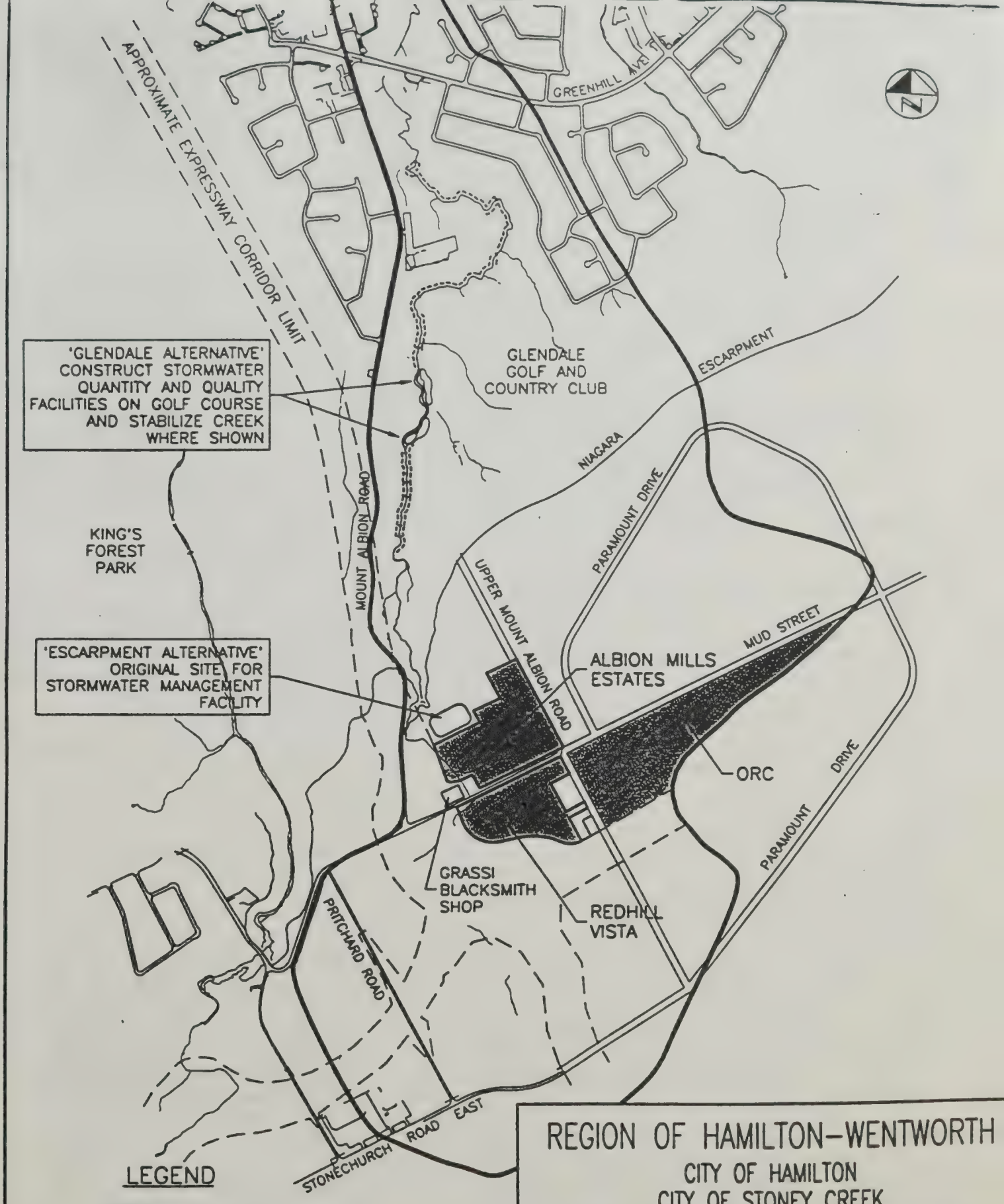
Notwithstanding, due to the scope and scale of existing and potential future erosion, it will be necessary to supplement instream works with runoff control through stormwater management facilities. Two separate stormwater management facilities have been proposed. One to control stormwater quality and another to control stormwater quantity (erosion). Both of these proposed storage facilities have been recommended to be "off-line" facilities which in essence means that normal base flow would not be directed into the facilities, rather the baseflow would continue to flow through the existing stream channel or similar realigned section. Flow into the storage ponds would be controlled through side weirs and/or a combination of weirs and inflow pipes.

The currently recommended solution would involve an erosion control facility as part of a golf course feature on existing Hole #4 (ref. Figure). This wet pond would have inflow controlled via a side weir, such that during extreme storm events, water would discharge into the pond, be captured and detained over the duration of the storm, subsequently released at a reduced flow rate.

Downstream of the erosion control facility, the water quality facility would be located on existing Hole #5 (ref. Figure). This facility is preferred to be a wetland, designed to accept first flush runoff from the upstream area, which would typically contain the greatest concentration of urban and rural pollutants. The flow into this facility would be controlled through a combination inlet pipe and instream weir. The wetland configuration would be preferred as it would require less storage to achieve comparable pollutant removal and would also provide greater wildlife and habitat potential.

Golf course work required to accommodate the foregoing has been identified through consultation with the Glendale Golf Course Architect, specifically as follows:

- new green and fairway for existing Hole #4
- new fairway and green for Hole #5
- due to the elimination of existing Hole #6, a new would need to be constructed termed as new Hole #9, tee, fairways and green and new tees for Hole #10.



REGION OF HAMILTON–WENTWORTH

CITY OF HAMILTON
CITY OF STONEY CREEK

MONTGOMERY CREEK
STORMWATER MANAGEMENT

STUDY AREA
LOCATION PLAN
FIGURE NO. 1

Philips Planning Engineering Limited

The following generally summarizes the advantages of the Glendale Alternative versus the previously documented Escarpment Alternative:

Advantages

Economic:

- The Glendale Alternative is less expensive than the Escarpment Alternative largely due to no requirement for rock excavation and the elimination of duplicate storm sewer runs on the escarpment.

- Through consultation, Glendale Golf and Country Club has indicated a willingness to undertake maintenance of the facility thereby negating the need to commit Municipal resources.

- By implementing the Glendale Alternative, an additional 0.8 ha ± will be available within the Albion Mills Estates lands for possible future development, subject to compliance with future land use studies.

Environment:

Physical

- The Montgomery Creek through the Glendale Golf and Country Club will be stabilized through erosion/ sedimentation control measures.
- Bioengineering works will add to overall biodiversity and reduce in-stream temperature.
- A measure of in-stream water quality improvement will be provided to the entire watercourse downstream of the water quality facility, improving runoff quality from existing and future development.

Social

- The golf course will become a better, "more playable" facility.

The disadvantage to the Glendale Alternative would relate to the following:

Disadvantages

Timing:

- Given the involvement of additional stakeholders, as well as the broadened scope of works, there is likely an extended time frame required to implement the Glendale Alternative.

Water Quality Management:

- Implementing the Water Quality facility on the golf course lands inherently means that a section of the watercourse upstream will be subjected to increased pollutant loading due to development of the Red Hill Vista, Albion Mills Estates and Ontario Realty Corporation lands. Currently, however, these properties constitute less than 20% of the development discharging to the 108" storm sewer at the top of the escarpment. The Montgomery downstream of the storm sewer outfall to the Golf and Country Club is very steep and inaccessible for fisheries.

Therefore, given the overall environmental improvement to the watercourse proposed as part of the Glendale Alternative, the foregoing impact is considered a reasonable trade-off.

5. TIMING

As noted in the process section, this current communication is provided to the Public for review and commentary in advance of completing the Class Environmental Assessment Report. Comments are requested in writing by September 17, 1996 after which the Class E.A. Report will be updated and submitted through a Notice of Completion for a 30 day Public and Agency review on or about October 1. It is likely that the Glendale Alternative works will not be implemented until the latter part of 1997 and possible Winter of 1998; notwithstanding there is the potential to construct golf course works in advance of this timeline to reduce the possibility of lost golf course revenues.

6. REQUEST FOR COMMENTS

Members of the public are encouraged to provide comments on any aspect of the study and/or its findings. **It is requested that written comments regarding this project be provided to Mr. E. Chajka, or Mr. R. Scheckenberger (address noted below) prior to September 17, 1996.**

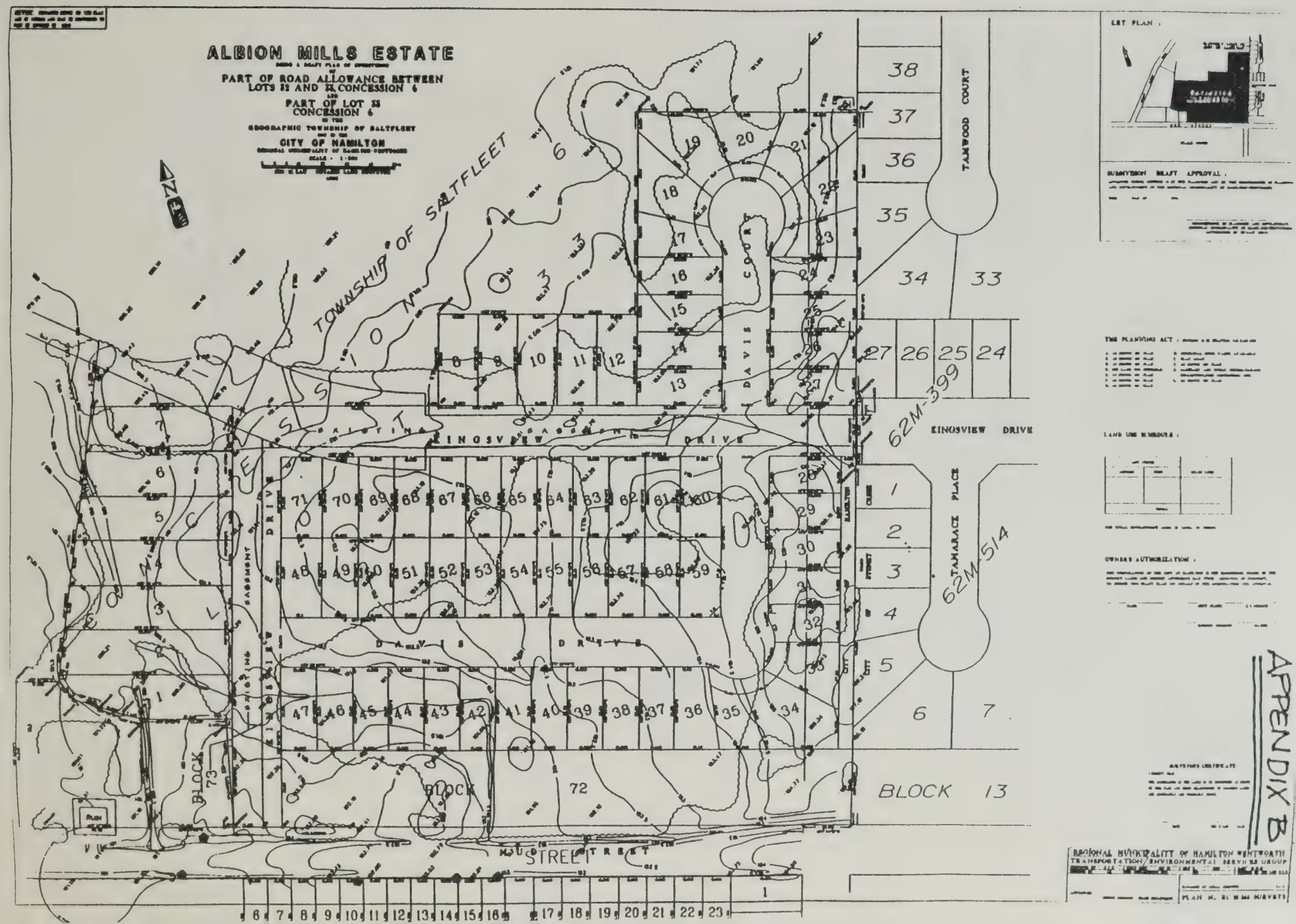
If you wish to receive additional information or wish to provide input to the study please contact:

Mr. E. Chajka, P. Eng.
Project Co-ordinator
Regional Municipality of Hamilton Wentworth
71 Main Street West
Hamilton, Ontario
L8N 3T4

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Project Manager
Philips Planning and Engineering Limited
3215 North Service Road, Box 220
Burlington, Ontario
L7R 3Y2

Telephone : (905) 335-2353
Fax: (905) 335-1414


ALBION MILLS ESTATE
PART OF ROAD ALLOWANCE BETWEEN LOTS 32 AND 33 CONCESSION 6
AND
PART OF LOT 32 CONCESSION 6
IN THE
GEOGRAPHIC TOWNSHIP OF SALTFLEET
NOW IN THE
CITY OF HAMILTON
SCALE - 1:1000
TOWNSHIP OF SALTFLEET
CONCESSION 6
DAVIS COURT
TAMWOOD COURT
TAMARACK PLACE
EINOSVIEW DRIVE
62M-399
62M-514
BLOCK 72
BLOCK 73
BLOCK 13
STREET
LOT PLAN :
SUBMISSION DRAFT APPROVAL :
THE PLANNING ACT :
LAND USE SCHEDULE :
OWNER'S AUTHORIZATION :
APPENDIX B
REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH
TRANSPORTATION/ENVIRONMENTAL SERVICES GROUP

3(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 20
T103 50 1306 J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreement, 46 Ferguson Avenue South
(R-97-34)

RECOMMENDATION:

a) That the application of Radigan Brothers Limited, owner of 46 Ferguson Avenue South, to erect and maintain the encroachment of a free standing sign, measuring 2.43m x 1.21m x 4.87m in height, encroaching onto the road allowance of Ferguson Avenue South, be denied,

b) That the applicant be refunded $127 of the $184 encroachment user fee.

for D. Lobo
D. Lobo
Commissioner
Public Works and Traffic

Ted Gill
E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant will be reimbursed $127 of the required $184 encroachment fee. The reimbursed amount is related to work involved in the preparation of the encroachment agreement, the registration of the agreement and the annual fee. These costs would not occur should the application be denied.

Cont'd...

Encroachment Agreement
46 Ferguson Avenue South

Cont'd...

BACKGROUND:

A request has been received from Radigan Bros. Ltd., owners of 46 Ferguson Avenue South, to enter into an encroachment agreement to erect and maintain a free standing sign on the road allowance of Ferguson Avenue, advertising "Radigan Brothers Limited". The proposed sign would be placed at the north/west corner of Jackson and Ferguson, affixed to an 8" x 8" steel post and would provide 8' of clearance above the sidewalk.

The Department of Public Works and Traffic, the Roads Department and the Building Department are currently removing all mobile signs which have been placed on the road allowance. We are also prohibiting the erection of permanent signs that are being erected in their place, and in some cases having those permanent signs removed from the road allowance. The approval of this sign would likely set a precedent that would hinder efforts in removing signs from the road allowance.

The City of Hamilton Streets By-Law 9329 (Section 9(2) states the following:

> "Obstructions and Encumbrances. Without in anywise limiting the generality of the prohibition of obstructing or encumbering a highway, no person shall without lawful authority erect, install, place or maintain or cause or permit the erection, installing, placing or maintaining of any pole, post, fence, hedge, awning, canopy, marquee, sign, area opening, porch, doorstep, vehicle approach ramp, sidewalk, driveway, or other building, structure, firewood or thing either wholly or partly upon, in under or over a highway, or firewood or any other thing calculated to obstruct it, and no person shall cause or permit the hanging or maintenance of any gate, door or other thing in such a manner as to allow it to swing over any part of a highway."

Since this request is contrary to the City's Streets By-Law this Department cannot support the application.

JKC:

cc: A. Ross, City Treasurer

3(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 10
T103-09a(23) G. Aston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed widening of Centennial Parkway at Arrowsmith Road in conjunction with Home Depot (R-97-49)

RECOMMENDATION:

a) That the proposed roadway improvements on Centennial Parkway and Arrowsmith Road and at the west end of Cascade Street, as a result of construction of a proposed commercial development on the east side of Centennial Parkway be advertised in accordance with the requirements of the Municipal Act; and

b) That Real Estate Division, Clerk's Department, be authorised to negotiate the acquisition of a parcel of land at the north-west corner of Centennial Parkway and Arrowsmith Road; and

c) That The Home Depot be advised of these actions.

D. Lobo
Commissioner
Public Works and Traffic

G. Aston
p/s: E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total cost of these works is estimated to be approximately $380,000. The details of the cost sharing arrangements between the developer and the City will be determined at a subsequent meeting.

Cont'd...2

BACKGROUND:

As a result of a proposed development on the east side of Centennial Parkway at Arrowsmith Road, improvements to Centennial Parkway have been identified by the Public Works and Traffic Department and the Roads Division of the Regional Transportation Department.

Given the size of the development, in excess of 100,000 sq. ft., a separate left turn lane into the site from Centennial Parkway will be required. Traffic signals will also be required to be installed. Due to a double left-turn lane required from the site, additional widening on Arrowsmith Road will also be required. This widening will necessitate the purchase of a small parcel of land at the north-west corner of the intersection. To provide truck access from the site, alterations to the west end of Cascade Street will also be required in order to construct a cul-de-sac such that truck and other vehicles can access the site safely.

A previous development had been proposed in 1991 that also required similar improvements. That development, although receiving City Council approval to alter Centennial Parkway, ultimately did not proceed. The Home Depot has now purchased the site and is ready to proceed. It is therefore appropriate to advertise the roadway alterations. Cost sharing arrangements in accordance with the formula approved by the Committee in 1991 are being used to calculate the developer's and City's share of the works. These arrangements will be provided to the Committee at the conclusion of the advertising period.

:ga

4(a)

May 2, 1997

Hamilton and District Council
P.O. Box 5217
230 Cannon St. East
Hamilton, Ontario
L8N 3G1

Mayor Robert Morrow
City Hall
71 Main St. West
Hamilton,Ontario
K8P 4Y5

Dear Sir:

The Hamilton and District Council of Women is concerned by the danger to pedestrians due to increased numbers of people riding bicycles on sidewalks. The same hazard exists with people on roller-blades and "pony " type three-wheeled vehicles.

If facing the person who is riding, the pedestrian can move aside, but when the rider is approached from the rear, the pedestrian neither sees nor hears the approaching rider, and may inadvertently step into the path of the rider.

Because bicycle riders are often young they do not perceive any danger to themselves or others, and frequently cut very close to those walking.

A number of painful falls and fractures have resulted in this increased wheeled traffic on sidewalks.

We appreciate that people on bicycles,if they move into traffic lanes,are at a great risk from traffic and so to protect themselves they ride on the sidewalk, thus endangering others.

We need to develop consideration for others. This aspect of safety needs to be incorporated into the police bicycle program, and into school safety programs. As well, Hamilton must consider returning to bicycle traffic lanes. We trust that the city will attempt to address the problem.

Respectfully,

Faye Smith

Faye Smith
President,
Hamilton and District Council of Women

4(b)

OFFICE OF THE CITY CLERK

MEMORANDUM

****

TO:	Mr. Kevin C. Christenson, Secretary Transport and Environment Committee	YOUR FILE:	
FROM:	Mr. J. J. Schatz City Clerk Office of the City Clerk	OUR FILE: PHONE:	 546-2727
SUBJECT:	Referral of correspondence - FCM Big City Mayor's Caucus - Telecommunications: Access to Municipal Rights-of-way	DATE:	1997 May 15

Please be advised that the above-noted correspondence was presented to City Council at its meeting held Tuesday, 1997 May 13 by Mayor Morrow and referred to the appropriate Committee.

In this regard, attached herewith is a Memorandum from the FCM Big City Mayors Caucus respecting the above noted matter for the information of the Transport and Environment Committee.

Susan K. Reed
for J. Schatz.

JJS/SKR

Attachment

cc Council file

April 24, 1997

Memorandum to the FCM Big City Mayors Caucus

TELECOMMUNICATIONS: ACCESS TO MUNICIPAL RIGHTS-OF-WAY

The federal Telecommunications Act (the Act), which came into force in 1993 gave cable television companies the same legal right of access to municipal rights-of-way which telephone companies had enjoyed for years. Under the Act, telecommunications companies must obtain the consent of the municipality before accessing municipal rights-of-way. If the municipality does not comply, companies may apply to the Canadian Radio-Television and Telecommunications Commission (CRTC) for access, thus circumventing the municipality. Neither the Act, the CRTC, nor Industry Canada, has provided guidance on what terms and conditions the CRTC would deem reasonable for municipal governments to set before granting access.

In order to protect municipal taxpayers from the additional costs and liabilities which flow inevitably from the use of rights-of-way by telecommunications companies and utilities, FCM developed and circulated a model Municipal Access Agreement to all member municipalities in 1994. FCM encouraged members to apply the FCM Model Agreement in negotiating access to their rights-of-way by telecommunications companies. The FCM Model Agreement was also provided to Stentor Telecom Policy Inc., the alliance representing Canada's major telephone companies, and the Canadian Cable Television Association (CCTA).

The FCM Model Agreement outlines five principles which should be met before municipal governments grant access to their rights-of-way:

1. municipal governments must have the ability to control the number and types of aboveground telecommunications pedestals, kiosks, etc., and the location of underground infrastructure;

.../2

2. the use of municipal rights-of-way by telecommunications companies must not impose financial costs on municipal governments and taxpayers;

3. municipal governments must not be responsible for the costs of relocating telecommunications infrastructure if relocation is required for planning or other reasons deemed necessary by the municipal government;

4. municipal governments must not be liable for any economic loss, legal costs or physical restoration costs resulting from the disruption of telecommunications services arising out of the actions of a municipal government unless grossly negligent; and

5. municipal governments must receive revenues over and above their direct costs in providing access to rights-of-way as proper compensation for the use of municipal property for profit.

Numerous municipal governments have begun applying the FCM Model Agreement. Some telecommunications providers have consented to the conditions. Others refuse to provide financial compensation except for direct costs faced by municipal governments in administering access to rights-of-way. Discussions between FCM, Stentor and the CCTA have yet to achieve a consensus on the five principles put forward by FCM.

In February, FCM appeared before the CRTC regarding the request by Bell Canada and Telus Cable Holdings for trial cable television and other pay-on-demand video services in the municipalities of Repentigny, London, Calgary and Edmonton. FCM pointed out that these corporations had failed to obtain proper municipal consent before installing and upgrading their infrastructure within the rights-of-way of the four cities affected. FCM urged the CRTC to ensure that the telecommunications industry respects municipal rights as set out under the Act. A ruling is expected in early May.

.../3

At its March meeting in Duncan, B.C., FCM's National Board of Directors concluded that significant financial resources must immediately be acquired and dedicated to defending and promoting municipal interests respecting access to rights-of-way. If the CRTC ruling supports FCM's position that municipal consent is required, there is a potential that Bell Canada and other industry players will appeal the decision. If the CRTC ruling undermines FCM's position, FCM may wish to appeal the decision.

Whether the CRTC ruling on this case is appealed or not, FCM must prepare for the possibility that the industry will precipitate a dispute with a municipality of its choosing and seek a definitive ruling from the CRTC which would serve as a precedent affecting all Canadian municipalities. Alternatively, it may be in the interests of municipal governments everywhere for FCM to bring a dispute of its choosing to the CRTC for a ruling. Though FCM will continue to seek the consent of Stentor and the CCTA to the Model Agreement, a costly dispute could arise at any moment.

FCM staff are preparing a plan of action in consultation with members of the FCM Subcommittee Committee on Telecommunications. Member municipalities of the FCM Big City Mayors Caucus which are active in these discussions are: Vancouver; Edmonton; Calgary; London; Mississauga; Montreal; and Halifax. The plan of action will comprise a political and legal strategy for advancing municipal interests in this dossier and a fundraising plan to make it a reality. Issues being addressed include: raising awareness and solidarity amongst municipal governments, ensuring that FCM has a solid account of the value of rights-of-way; pursuing further discussions with the industry and federal officials; intervention before the CRTC or the courts; and fundraising amongst FCM members. The Action Plan on Telecommunications will be tabled at the meeting of the Big City Mayors Caucus in Québec City on May 9th, along with specific recommendations for the Big City Mayors Caucus.

.../4

Recommendation:

It is recommended that the FCM Big City Mayors Caucus receive this report as information.

Daniel McGregor
Senior Policy Analyst

May 6, 1997

Addendum - Memorandum to the FCM Big City Mayors Caucus

TELECOMMUNICATIONS: ACCESS TO MUNICIPAL RIGHTS-OF-WAY

As indicated in my memorandum to the Big City Mayors Caucus dated April 24, 1997 (tab #3), FCM has prepared the following Action Plan on Telecommunications along with specific recommendations for the Big City Mayors Caucus.

FCM ACTION PLAN ON TELECOMMUNICATIONS: ACCESS TO MUNICIPAL RIGHTS-OF-WAY

Working together through FCM is the most effective and economical means for Canadian municipal governments to protect their fundamental rights respecting control of municipal rights-of-way, to recover substantial costs being imposed on them by telecommunications firms using rights-of-way, and to secure new sources of revenue worth potentially tens of millions of dollars annually.

1. **Awareness and Solidarity:** FCM will advise all member municipalities of the financial and liability implications of the rights-of-way issue and request municipal councils to endorse the five principles contained in the FCM Model Agreement and commit to reject any agreements with telecommunications firms which do not respect these principles.

2. **Fundraising:** FCM will attempt to raise funds from member municipalities. Member municipalities will be asked to contribute 3¢ per capita based on the 1991 census. In areas where both a regional municipality and its constituent municipalities are responsible for rights-of-way, the regional municipality will be asked to contribute 1¢ per capita and its constituent municipalities 2¢ per capita. All funds will be dedicated to the telecommunications issue for outside costs relating to necessary research, legal and other costs regarding interventions before the CRTC and the courts. FCM will continue to provide in-kind support through staff salaries and supplies.

3. **Research on Legal Position and Valuation Principles:** Once sufficient funds have been acquired, FCM will undertake research, using outside expertise where necessary, to prepare a strong legal position favouring municipal authority over rights-of-way and to establish sound principles for the valuation of municipal rights-of-way in Canada.

4. **Negotiations with Stentor, the CCTA and the Federal Government:** Once the research is complete, FCM, in consultation with members, will launch a new round of negotiations with Stentor Telecom Policy and the Canadian Cable Television Association (CCTA) to try to reach agreement the principles of the FCM Model Agreement. If a satisfactory agreement is reached, it would be presented jointly to the CRTC and Industry Canada as the basis upon which the Telecommunications Act should be interpreted. If a guarantee could be provided that the Act would, indeed, be interpreted in conformity with the agreement, the FCM campaign would end. Otherwise, a case would have to be brought to the CRTC either by FCM or the industry.

5. **Hearings of the CRTC:** Through its Subcommittee on Telecommunications, FCM will identify a dispute between a municipality and a telecommunications firm which would best serve as a precedent case for all municipalities if brought before the CRTC. With the support of FCM, the member municipality in question will bring the dispute to the CRTC. Alternatively, FCM may be forced to defend a municipality in a dispute which the industry may bring to the CRTC. Depending on the length and complexity of the hearings, legal and other costs could range from $100,000 to $400,000.

6. **Constitutional Court Challenge:** Stentor has suggested that it is prepared to mount a constitutional law challenge to the municipal consent provisions of the Telecommunications Act should matters not unfold to its satisfaction. Defending municipal rights in such a case could well cost more than intervening before the CRTC. Further fundraising as necessary would be undertaken should a constitutional court challenge be mounted.

Recommendations:

It is recommended that:

1. the FCM Big City Mayors Caucus receive the FCM Action Plan on Telecommunications as information;

2. each member of the FCM Big City Mayors Caucus undertake to have their municipal council endorse the following five principles outlined in the FCM Municipal Telecommunications Access Agreement before July 15, 1997:

   (a) municipal governments must have the ability to control the number and types of aboveground telecommunications pedestals, kiosks, etc., and the location of underground infrastructure;

   (b) the use of municipal rights-of-way by telecommunications companies must not impose financial costs on municipal governments and taxpayers;

   (c) municipal governments must not be responsible for the costs of relocating telecommunications infrastructure if relocation is required for planning or other reasons deemed necessary by the municipal government;

   (d) municipal governments must not be liable for any economic loss, legal costs or physical restoration costs resulting from the disruption of telecommunications services arising out of the actions of a municipal government unless grossly negligent; and

   (e) municipal governments must receive revenues over and above their direct costs in providing access to rights-of-way as proper compensation for the use of municipal property for profit.

3. each member of the FCM Big City Mayors Caucus undertake to have their municipal council establish a policy by resolution or by-law, as may be necessary, whereby access to municipal rights-of-way will be denied to any telecommunications firm which does not agree in writing to the five principles as set out above, by July 15, 1997;

4. each member of the FCM Big City Mayors Caucus undertake to have their municipality contribute on a per capita basis to the "Municipal Right-of-Way Defence Fund" as detailed in the Action Plan and Attachment 1 (fundraising table) to be used by FCM to protect the fundamental rights of municipal governments respecting control of municipal rights-of-way, to help municipal government recover substantial costs being imposed on them by telecommunications firms, and to help municipal governments secure new sources of revenue worth potentially tens of millions of dollars annually.

Daniel McGregor
Senior Policy Analyst

attachment

Attachment 1

Member Municipality of the FCM Big City Mayors Caucus	Population (1991 census)	Right-of-Way Fund Contribution @ 3¢ per capita *(2¢ per capita for members of regional governments which own rights-of-way/ regional portion = 1¢ per capita)
Vancouver	471,844	$14,155
Surrey	245,173	$7,355
Calgary	710,677	$21,320
Edmonton	616,741	$18,502
Regina	179,178	$5,375
Saskatoon	186,058	$5,584
Winnipeg	616,790	$18,504
Windsor	191,435	$5,743
London	303,165	$9,095
Kitchener	168,282	$5,048
*Hamilton	318,499	$6,370
*Mississauga	463,388	$9,268
*Etobicoke	309,993	$6,200
*Toronto	635,395	$12,708
*North York	562,564	$11,251
*Scarborough	524,598	$10,492
*Ottawa	313,987	$6,280
Montréal	1,017,666	$30,530
Laval	314,398	$9,432
Québec City	167,517	$5,026
Halifax	330,758	$6,615
St. John's	95,770	$1,915

CORPORATION OF THE CITY OF NEW WESTMINSTER

May 6, 1997

Mr. Daniel McGregor,
Senior Policy Analyst,
Federation of Canadian Municipalities,
24 Clarence Street,
Ottawa, Ontario
K1N 5P3

Dear Mr. McGregor:

At a meeting on May 5, 1997, New Westminster City Council considered a request from the FCM Subcommittee on Telecommunications concerning per capita contributions for the Municipal Right-of-Way Defence Fund for member municipalities of the Subcommittee.

At that meeting, it was resolved

> THAT a contribution of $1,308 be made to the Municipal Right-of-Way Defence Fund, as requested by the FCM Subcommittee on Telecommunications.

Yours truly,

Susan Brown,
CITY CLERK

:df

c: P. Connolly, City Engineer
R. Laing, City Treasurer

City Clerk's Office, 511 Royal Avenue, New Westminster, B. C. V3L 1H9 Phone: 527-4523 Fax: 527-4594

METRO
CHIEF ADMINISTRATOR'S OFFICE

Shirley Hoy
Acting Chief Administrative Officer

The Municipality of
Metropolitan Toronto
55 John Street
Stn. 1060, 6th Flr., Metro Hall
Toronto, ON M5V 3C6
Fax: (416) 392-3751
Telephone: (416) 392-8673

METRO FAX

Date:	May 8, 1997	Time:	1:12 p.m.
To:	Dan McGregor	Fax No.:	1-418-692-1751
	c/o Federation of Canadian Municipalities	No. of Pages:	1
From:	Joan Taylor	Telephone:	392-4995

Messages:

Re: Rights of Way Defense Fund

Metro Council had before it a report requesting approval for $22,758.00 to be forwarded to FCM to establish the "Municipal Rights-of Way Defense Fund". Metro Council approved the report without amendment.

Unfortunately, we can not provide you with the "official" approval at this moment because the Council meeting is still in session and any reports on the agenda, even if approved, can be reopened for debate.

Official notification will be forthcoming.

If you need any further information, you can reach me at 921-6018.

THE CORPORATION OF THE CITY OF LONDON

R. A. Blackwell, Q.C.,
Commissioner of Legal Services
and City Solicitor

Jeff A. Malpass
City Clerk

Suite 308, City Hall
300 Dufferin Avenue
P.O. Box 5035
London, ON N6A 4L9

Telephone: (519) 661-4530
Fax: (519) 661-4892

LEGAL SERVICES DEPARTMENT

OFFICE OF THE CITY CLERK

May 7, 1997

R. A. Blackwell
Commissioner of Legal Services & City Solicitor

I hereby certify that the Municipal Council, at its session held on May 5, 1997 resolved:

6. That the following actions be taken with respect to the Federation of Canadian Municipalities action plan on telecommunications, namely:

(a) the sum of $9,095 **BE PLEDGED** to the FCM telecommunications campaign;

(b) the five principles outlined in the attached FCM municipal telecommunications access agreement **BE ENDORSED**;

(c) the matter of establishing a policy on access to municipal rights-of-way **BE REFERRED** to the Civic Administration for a report to the Board of Control; and

(d) Deputy Mayor G. T. Hopcroft **BE ASKED** to provide the Board of Control with a list of those FCM members who contribute and who do not contribute to the FCM telecommunications campaign. (6/20/BC)

for Jeff A. Malpass
City Clerk
/bs

c.c. Federation of Canadian Municipalities
Deputy Mayor G. T. Hopcroft
L. H. Reed, Commissioner of Finance and Administration & City Treasurer
Board of Control

Post-it™ Fax Note 7671E	Date	# of pages ▸ 6
To Sylvia	From B. Seaton	
Co./Dept. FCM	Co.	
Phone #	Phone # 661-5427	
Fax #	Fax #	

REGIONAL MUNICIPALITY OF HAMILTON-

Office of the Clerk

Robe
Michc

5.

May 8, 1997

OFFICE OF THE CITY CLERK
MAY 0 9 1997
REC. BY ..... DATE .....
REF'D. TO ..... DATE .....
REF'D. TO K.C. DATE .....
REF'D. TO ..... DATE .....
ACTION: F.Y.A.

Mr. J. Schatz
Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

Subjoined is Item 34 of Transportation Services Committee Report 5-97 respecting "Rationalization of the Regional Road System" which was approved by Regional Council at its meeting held on Tuesday, May 6, 1997.

As per subsection (c) of the recommendations, enclosed is a copy of the staff report for your review.

Should you have any questions with respect to this matter, please do not hesitate to contact Mr. E. M. Gill, Senior Director of Roads, at 546-4300.

Yours truly

Carolyn Biggs
Legislative Assistant

Encl.

c.c. E. M. Gill, P.Eng., Senior Director, Roads Division

119 King Street West, 15th Floor
P.O. Box 910
Hamilton, Ontario L8N 3V9

Tel. (905) 546-4154
Fax (905) 546-2546
TDD (905) 522-1787

34. Rationalization of the Regional Road System (RDS 97-117)

a) That the following draft Regional Road criteria to rationalize the Regional Road System, be received:

i) provide a connection between urban centres having a population in excess of 750 persons to each other and the Provincial Highway network;

ii) provide a major arterial road service from major commercial, industrial and institutional complexes to the Provincial Highway network;

iii) reduce traffic volumes on the local road system by providing major arterial road service parallel to and/or crossing of major barriers, where feasible, given no other Provincial Highway or major arterial road is within a reasonable distance;

iv) provide continuity of the major arterial network within the Region with that of adjacent jurisdictions;

v) provide continuity of the major arterial network for the roads listed above;

b) That the recommended system of Regional Roads (attached as Schedule "A" to Report RDS 97-111), be received;

c) That this report be forwarded to the Area Municipalities for review;

d) That the Commissioner of Transportation be authorized and directed to develop an implementation plan and time frame for the rationalization of the Regional Road Network, in consultation with the Area Municipalities.

Item 4.16

4.16

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1997 April 21
T101-27 G. Aston

REPORT TO: Chairman and Members
Transportation Services Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Division

SUBJECT: Rationalization of the Regional Road System
(RDS 97-117)

RECOMMENDATION:

a) That the following draft Regional Road criteria to rationalize the Regional Road System be received.

i) provide a connection between urban centres having a population in excess of 750 persons to each other and to the Provincial Highway network;

ii) provide a major arterial road service from major commercial, industrial and institutional complexes to the Provincial Highway network;

iii) reduce traffic volumes on the local road system by providing major arterial road service parallel to and/or crossing of major barriers where feasible given no other Provincial Highway or major arterial road is within a reasonable distance;

iv) provide continuity of the major arterial network within the Region with that of adjacent jurisdictions; and

v) provide continuity of the major arterial network for the roads listed above.

Cont'd....

Rationalization of the Regional Road System

Cont'd...

b) That the recommended system of Regional Roads (attached as Schedule A) be received.

c) That this report be forwarded to the Area Municipalities for review.

d) That the Commissioner of Transportation be authorized to develop an implementation plan and time frame for the rationalization of the Regional Road Network in consultation with the Area Municipalities.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposal would reduce the road system (as at Dec 31 1997, which includes Provincial transfers and the Red Hill Creek Expressway) from 1,790.4 lane-kms to 1,014.9 lane-kms (a 43% reduction). Using the analysis from the Roads Maintenance Review, this would reduce the annual maintenance and operations cost to the Region by $6,150,000. The net impact on the combined Regional and local levies would be nil regionally, as the costs would be shifted from one tax base to another. However, there would be variations by municipality because the proportion of Regional spending on Regional Roads in each municipality would be closer to the proportion that would be expected based on equalized assessment. Hamilton, Stoney Creek, and Dundas would have net reductions in levy, and Flamborough, Ancaster, and Glanbrook would have net increases. The potential to further reduce costs is possible but would be entirely dependent on whether the levels of service and design standards are adjusted once the road section is transferred to local municipal jurisdiction.

Under the Regional Municipality of Hamilton-Wentworth Act, Regional Council may by by-law add or remove roads from the road system. However, the by-law must be approved by the Lieutenant Governor in Council. The decision would be influenced by the comments of the area municipalities.

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

Industries and businesses consider accessibility a prime factor in locating, not only to meet just-in-time delivery needs but also to provide exposure to major traffic flows. Commercial activity is highly dependent on the arterial road network to achieve success. Mobility of individuals combines accessibility to jobs, health care, leisure activity and social interaction. Economic prosperity and quality of life depend on an effective and efficient network of arterial roads. The recommendations provided in this report will assist in focusing the limited funding available on the key links within the road network.

Cont'd...

Rationalization of the Regional Road System

Cont'd...

BACKGROUND:

The road network within the Region falls under three jurisdictions; the Province, the Region and the six area municipalities. The Region is responsible for a system comprised of 658.36 kms (1,790.4 lane-km) of roads (as at 31 Dec 1997 which includes the Provincial highway transfers and the soon to be opened Red Hill Creek Expressway).

The Regional Transportation Review recommended that the Region, in consultation with the Area Municipalities and Ministry of Transportation, undertake to rationalize the current network of Regional Roads.

A thorough review is timely for the following reasons:

- In the past 20 years, significant changes have occurred in the distribution of development and employment which has altered the function of the portions of the arterial network;

- There is a general desire to disentangle the responsibilities of the various levels of government and increase the autonomy of the Area Municipalities in setting local priorities. In their joint submission (Ancaster, Dundas, Flamborough, Glanbrook and Stoney Creek) on the future of local government, a shift of responsibilities to the lower tier was advocated. Candidates for this shift included at least portions of the Regional Road Network;

- Regional Council has indicated the desire to contract the maintenance of the Regional Road Network to the Area Municipalities. As part of the development of the contractual arrangements, service standards will be required for the various segments of the system. Rationalization of the road system would avoid major revisions to the contract later on; and

- There is an on-going financial imperative to expend limited funding more strategically in order to improve cost-effectiveness of service delivery.

The general approach taken to rationalizing the Regional Road Network reflected the following basic objectives:

i) Develop an understanding of the function of each link in the road network in identifying the major arterial system, and then to sort out the appropriate role for the various jurisdictions in planning, financing, designing, constructing, operating and maintaining these roads in the most cost-effective manner.

ii) Recognize the need for the financial support required for the Regional Road Network to be generally equitable amongst the six area municipalities, when compared to equalized assessment.

Cont'd...

Rationalization of the Regional Road System

Cont'd...

iii) Develop a reasonable and cost-effective process for the transfer of roads between the jurisdictions, reflecting a requirement in some cases to upgrade the road segment prior to turning it back.

iv) Consult with the area municipalities in finalizing the network and developing the transfer procedures.

We believe the recommendations contained in this report will successfully respond to these objectives. The classification criteria as outlined in the Recommendations reflects a strong influence of the road function within the total network. The resulting network is listed in Schedule "A". The present and rationalized system are compared in Schedule "B" with respect to the distribution of lane-kms in relation to population and equalized assessment factors.

The details of mechanics and tuning of the transfer procedure will be provided, based on an anticipated consensus being reached with the Area Municipalities.

:ga

SCHEDULE "A"

LISTING OF PROPOSED NETWORK

HAMILTON

ABERDEEN AVENUE	LONGWOOD ROAD	QUEEN STREET
ARKLEDUN AVENUE	ST JOSEPHS DR	BRIDGE
BARTON STREET	KENILWORTH AVE	EAST CITY LIMITS
BECKETT DRIVE	AMELIA AVE	AUCHMAR ROAD
BURLINGTON OVERPASS	.3KM E. KENILWORTH	.3KM E. PARKDALE
BURLINGTON STREET	WELLINGTON STREET	BEACH ROAD CUTOFF
CANNON STREET	QUEEN STREET	VICTORIA AVENUE
CHARLTON AVENUE	QUEEN STREET	WENTWORTH STREET
CLAREMONT ACCESS	1.0KM N. OF ROSEDENE	STINSON STREET
COOTES DRIVE	TOWN OF DUNDAS LIMITS	MAIN STREET
CROCKETT STREET	SHERMAN CUT	UPPER SHERMAN
CENTENNIAL PKWY	QEW	60M N OF QUEENSTON
DARTNALL ROAD	STONE CHURCH ROAD	RYMAL ROAD
DELAWARE AVENUE	WENTWORTH STREET	SANFORD AVENUE
EASTPORT DRIVE	WOODWARD AVE N.	45M SOUTH OF Q.E.W
GARTH STREET	AUCHMAR ROAD	RYMAL ROAD
HERKIMER STREET	QUEEN STREET	JAMES STREET
INDUSTRIAL DRIVE	WILCOX STREET	.5KM EAST OF OTTAWA
JAMES MOUNTAIN ROAD	INGLEWOOD DRIVE	GATEVIEW DRIVE
JAMES STREET	ST. JOSEPHS DRIVE	ST JOSEPHS DRIVE
JOHN STREET	MAIN STREET	ST. JOSEPHS DRIVE
JOLLEY CUT	.2KM SOUTH OF ARKLEDUN	CONCESSION STREET
KENILWORTH ACCESS	KING STREET	MOUNTAIN BROW
KENILWORTH AVENUE	BURLINGTON STREET	KING STREET
KING STREET	PARADISE ROAD	GAGE AVENUE
LONGWOOD ROAD	MAIN STREET	ABERDEEN AVENUE
MAIN STREET	OSLER INTERSECTION	BERRY STREET
MAIN STREET	WEST CITY LIMITS	OSLER DRIVE
MOHAWK ROAD	CITY OF HAMILTON LIMITS	UPPER OTTAWA
MOUNTAIN BROW BLVD	UPPER OTTAWA STREET	KENILWORTH ACCESS
OSLER DRIVE	CITY OF HAMILTON LIMITS	MAIN ST INTERSECTION
PARADISE ROAD	KING STREET	MAIN STREET
QUEEN STREET	YORK STREET	AMELIA AVENUE
QUEENSTON ROAD	BERRY STREET	EAST CITY LIMITS
RYMAL ROAD	WEST CITY LIMITS	TRINITY CHURCH ROAD
Red Hill Creek Expwy	TOWN OF ANCASTER LIMITS	DARTNALL ROAD
SANFORD AVENUE	KING STREET	DELAWARE AVENUE
SHERMAN ACCESS	CHARLTON AVENUE	KENILWORTH ACCESS
SHERMAN CUT	SHERMAN ACCESS	CROCKETT STREET
ST JOSEPHS DRIVE	JAMES STREET	JOHN STREET
STONE CHURCH ROAD	DARTNALL ROAD	ARBOUR ROAD
UPPER GAGE AVENUE	MOHAWK ROAD	RYMAL ROAD
UPPER JAMES STREET	ROSEDENE AVENUE	0.7KM S. OF RYMAL
UPPER OTTAWA STREET	RYMAL ROAD	MOHAWK ROAD

UPPER SHERMAN AVENUE	CONCESSION STREET	MOHAWK ROAD
UPPER WELLINGTON ST	CONCESSION STREET	MOHAWK ROAD
UPPER WENTWORTH ST	MOHAWK ROAD	RYMAL ROAD
VICTORIA AVENUE	BURLINGTON STREET	HUNTER STREET
WELLINGTON STREET	BURLINGTON STREET	JACKSON STREET
WENTWORTH STREET	KING STREET	CHARLTON AVENUE
WEST 5TH STREET	GATEVIEW DRIVE	MERGE OF WEST FIFTH
WILSON STREET	JAMES STREET	VICTORIA AVENUE
WOODWARD AVENUE	BEACH BOULEVARD	BARTON STREET
YORK BOULEVARD	REGIONAL LIMITS	JAMES STREET

ANCASTER

AIRPORT ROAD	BUTTER ROAD	GLANCASTER ROAD
BUTTER ROAD	FIDDLERS GREEN ROAD	OLD BUTTER ROAD
CARLUKE ROAD	SAWMILL ROAD	GLANCASTER ROAD
FIDDLERS GREEN ROAD	AMBERLY BOULEVARD	BUTTER ROAD
GOVERNORS ROAD	HIGHWAY 52	DUNDAS LIMITS
HIGHWAY 52	HIGHWAY 2	GOVERNORS ROAD
HIGHWAY 53	HIGHWAY 2	CITY OF HAM. BNDRY
MOHAWK ROAD	LOWDEN AVENUE	ANCASTER TOWN LIMIT
RED HILL CREEK EXPY	HWY 403	TOWN OF ANCASTER
ROUSSEAUX STREET	WILSON STREET	LOWDEN AVENUE
SAWMILL ROAD	TRINITY ROAD	CARLUKE ROAD
TRINITY ROAD	HIGHWAY 2	SAWMILL ROAD
WILSON STREET	HAMILTON DRIVE	CITY OF HAMILTON LIM

FLAMBOROUGH

CAMPBELLVILLE ROAD	HIGHWAY 6	MILBOROUGH LINE
CARLISLE ROAD	HIGHWAY 6	REGIONAL BOUNDARY
COOPER ROAD	REGIONAL ROAD 97	GORE ROAD
FOREMAN ROAD	REGIONAL ROAD 97	HIGHWAY 8
GORE ROAD	HIGHWAY #52	.6KM EASTERLY
HIGHWAY 52	GOVERNORS ROAD	HIGHWAY 5
HIGHWAY 8	0.2KM S. OF HIGHWAY 5	DUNDAS TOWN LIMITS
MILL STREET	HIGHWAY 5	REGIONAL BOUNDARY
REGIONAL ROAD 97	REGIONAL BOUNDARY	HIGHWAY 6

GLANBROOK

AIRPORT ROAD	GLANCASTER ROAD	HIGHWAY #6
BINBROOK ROAD	TRINITY CHURCH ROAD	REGIONAL BOUNDARY
BLACKHEATH ROAD	HALL ROAD	REGIONAL BOUNDARY
HALDIBROOK ROAD	HIGHWAY #56	1.5KM EASTERLY
HALL ROAD	HIGHWAY #56	BLACKHEATH ROAD
HIGHWAY 56	HIGHWAY 20	REGIONAL BOUNDARY
THIRD LINE ROAD	REG BOUNDARY OF HALD	REG. BOUNDARY OF NIA
WHITE CHURCH ROAD	GLANCASTER ROAD	TRINITY CHURCH ROAD

SCHEDULE B
COMPARISON OF EXISTING & PROPOSED NETWORKS

			EXISTING NETWORK					PROPOSED NETWORK				
Population (1994 Assess.)	%	1997 Equal. Assess. %	Length (km)	Lane-km	%	Maintenance Costs (excludes Traffic, Railway studies, etc. $3.5M)	%	Length (km)	Lane-km	%	Maintenance Costs (excludes Traffic, Railway studies, etc. $3.5M)	%
HAMILTON												
319,281	69.5	65.866	237.26	879.74	49.1	$6,209,219	56.6	143.88	562.21	55.4	$3,968,078	62.6
ANCASTER												
23,117	5.0	5.632	90.78	191.50	10.7	$1,001,193	9.1	47.60	102.78	10.1	$537,375	8.5
DUNDAS												
22,520	4.9	4.107	18.30	51.20	2.9	$267,673	2.4	16.70	46.90	4.6	$245,193	3.9
STONEY CREEK												
52,685	11.5	11.535	75.93	188.50	10.5	$985,524	9.0	47.19	124.15	12.2	$649,102	10.2
FLAMBOROUGH												
31,826	6.9	6.996	162.97	328.85	18.4	$1,719,238	15.7	51.17	102.75	10.1	$537,187	8.5
GLANBROOK												
10,227	2.2	2.176	73.10	150.60	8.4	$787,336	7.2	37.40	76.10	7.5	$397,850	6.3
GRAND TOTAL:												
459,656			658.36	1,790.40		$10,970,185		343.96	1,014.90		6,334,788	

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 June 16
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. ADOPTION OF THE MINUTES

Adoption of the minutes of the Transport and Environment Committee meeting held 1997 May 5 and the special meeting held 1997 May 27

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) Beland Avenue South, north of Queenston Road

(b) Cathcart Street between Wilson Street and Kelly Street

(c) No. 159 Prospect Street South
Request to Rescind the By-law Entry for a Wheelchair Loading Zone

(d) No. 177 Fairfield Avenue
Request to relocate a Reserved "Permit Parking"
Space for a Disabled Resident

(e) Roanoke Place between Paradise Road North and the easterly end -

(f) Devonport Street between Tom Street and York Boulevard

(g) No. 99 Colin Crescent
Request for a Wheelchair Loading Zone

(h) No. 260 Montmorency Drive, Unit 310
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(i) No. 114 Park Row North
Request to replace the existing Reserved
"Permit Parking" space with a Wheelchair Loading Zone

(j) 136 Locke Street South

(k) Nelson Street between Locke Street South and Pearl Street South

(l) Public Walkway between No. 98 Milkyway Drive and No. 131 Trenholme Crescent

(m) No. 180 Province Street North
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

(n) Ferguson Avenue South, south of Hunter Street East

(o) Keith Street, west of Wentworth Street North

ii. **Intersection Control**

(a) Intersection of Erin Avenue and Montrose Avenue

(b) Intersection of Acadia Drive and Butler Drive

(c) Intersection of Berkindale Drive and Sylvester Street

iii. **Miscellaneous**

Bayfront Bus Route - Bus Stop Installation

iv. **City Engineer**

(a) Mountain Park Avenue Bridge over Sherman Cut
Maximum Weight Restriction

(b) Banner Application - Cystic Fibrosis Foundation

(c) Proposed Walkway Closure - Harbottle Court

(d) To Incorporate certain City land into various streets by By-laws

(e) Communita Racalmutese Maria SS Del Monte Festival

(f) Rescind Alley Closure: North/South Alley between Province Street and Graham Avenue

(g) Encroachment Agreements

(h) Hess Village Jazz Festival

(i) Greater Hamilton Aquafest

(j) Transfer of 0.30 metre reserves to James and Dorothy Zaborsky in conjunction with Land Division Applications H-18-96 and H-19-96

(k) 1997 Servicing Expenditures Related to Subdivisions

C. **CITY CLERK**

(i) Offer to Purchase (Highway Closure) to DiCenzo Construction Company Limited and Sunshine Construction Inc., former Upper Horning Drive from the east side of Omni Boulevard to Stone Church Road West

(ii) Offer to Purchase (Highway Closure) - Municipal Car Park No. 11 No. 1453 Main Street East - Peninsula Orthodontic Services Inc.

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1997 May 5
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

Present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Also present:
Alderman M. Caplan
Alderman Wm. McCulloch
Alderman T. Anderson
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic
Mr. R. Meiers, Public Works and Traffic
Mr. M. Hazell, Public Works and Traffic Department
Mr. T. Arnold, Public Works and Traffic Department
Mr. M. Watson, Property Department
Mr. G. Aston, Roads Department
Mr. V. Turluk, Environment Department
Mr. M. Coccia, Twin Oaks Environmental
Mr. K. C. Christenson, Secretary

1. **DELEGATION:**

(a) **By-law to stop up, close and sell that portion Rosslyn Avenue from Main Street East to King Street East**

The Committee was in receipt of a report dated 1997 April 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

As there was no delegation present, the Committee approved the following recommendation:

That the appropriate by-law be prepared to the satisfaction of the City Solicitor to stop-up, close and sell the subject land being described as that portion of Rosslyn Avenue from Main Street East to King Street East designated as Parks 1, 2, 3 and 4 on Plan 62R-14097 and be forwarded to City Council for enactment.

(b) **Collapse of Retaining Wall beside south limit of Jackson Street West and at the rear of No. 2 and No. 6 Wesanford Place**

The Committee agreed to move this item up to the Delegations section of the agenda as the abutting owners were in attendance.

The Committee was in receipt of a report dated 1997 May 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Aston reviewed the report and distributed photographs of the effected area.

Alderman McCulloch suggested that the entire length of retaining wall should be looked at and not just the portion which had failed. He stated that a patch work approach to this problem would only result in further repairs being required at a later date. He stated that any restoration work should be the responsibility of the City and not the abutting property owners.

Following discussion, the Committee directed the Commissioner of Public Works and Traffic to prepare a report on the retaining wall along the rear yards of Wesanford Place including all estimated costs and proposed methods of financing.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting held 1997 April 21 were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **Blossom Lane**

The Committee was in receipt of a report dated 1997 April 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north side of Blossom Lane commencing 493 feet west of Upper James Street and extending to a point 32 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **No. 23 Brant Street**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1997 April 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Brant Street commencing at a point 53 feet west of Niagara Street and extending to a point 16 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Linda Rooney, No. 23 Brant Street.

(c) **Poulette Street between Hunter Street West and the northerly end**

The Committee was in receipt of a report dated 1997 April 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Poulette Street between Hunter Street West and the northerly end and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to No. 376 Hunter Street West.

(d) **Parking Regulations on**
Norwood Road adjacent to No. 147 Bond Street North

The Committee was in receipt of a report dated 1997 April 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the south side of Norwood Road commencing at Bond Street North and extending to a point 93 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 100 Case Street**
Request to remove the "No Parking" Loading Zone

The Committee was in receipt of a report dated 1997 April 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" loading zone on the south side of Case Street commencing at a point 201 feet west of Lottridge Street and extending to a point 20 feet westerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **No. 185 Fairfield Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1997 April 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue commencing at a point 183 feet south of Britannia Avenue and extending to a point 23 feet southerly therefrom, and on the east side of Fairfield Avenue commencing at a point 167 feet south of Britannia Avenue and extending to a point 24 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Lloyd Stockton, No. 185 Fairfield Avenue North.

(g) **No. 49 Royal Avenue**
Request to Remove a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1997 April 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Royal Avenue commencing at a point 66 feet east of Emerson Street and extending to a point 24 feet easterly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **North side of Rebecca between John Street North and Catharine Street North**

The Committee was in receipt of a report dated 1997 April 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing taxi stand, loading zone and five 15-minute parking meters on the north side of Rebecca Street between John Street North and Catharine Street North, be replaced with 11 30-minute parking meters and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) **No. 95 Bond Street South Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1997 April 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Bond Street South commencing at a point 52 feet south of Marion Avenue and extending to a point 22 feet southerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection Control**

(a) **Intersection of Monteagle Court and Dungannon Place - Corner Clearance**

The Committee was in receipt of a report dated 1997 April 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" corner clearance be implemented on the south side of Monteagle Court commencing at Dungannon Place and extending to a point 52 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Barlake Avenue and Hollydene Place**

The Committee was in receipt of a report dated 1997 April 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Barlake Avenue and Hollydene Place and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Chipman Avenue and Jeremy Street**

The Committee was in receipt of a report dated 1997 April 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Jeremy Street be required to stop for eastbound and westbound traffic on Chipman Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **Upper James, Upper Kenilworth and Upper Ottawa Bus Route, Bus Stop Removal, Relocation and Installation**

The Committee was in receipt of a report dated 1997 April 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following Hamilton Street Railway bus stops be removed and relocated:

Route No. 27 Upper James

(i)	Delete - Eastbound	Limeridge Road West, south side, 545' west of West 5th Street (M/B); and,
(ii)	Delete - Eastbound	Limeridge Road West, south side, 58' west of West 5th Street (N/S); and,
(iii)	Add - Eastbound	Limeridge Road West, south side, 288' west of West 5th Street (M/B); and,

Route No. 21 Upper Kenilworth

(i)	Add - Eastbound	-	Limeridge Road East, south side, 118 feet east of Upper Ottawa Street (F/S); and,
(ii)	Delete - Eastbound	-	Limeridge Road East, south side, 29 feet west of Upper Kenilworth Ave. (N/S); and,
(iii)	Add - Northbound	-	Upper Kenilworth Avenue, east side, 217 feet north of Limeridge Road East (M/B) - recovery point; and,
(iv)	Delete - Eastbound	-	Limeridge Road East, south side, 108 feet east of Upper Kenilworth Avenue (F/S); and,
(v)	Add - Southbound	-	Upper Kenilworth Avenue, west side, 217 feet north of Limeridge Road East (M/B) - recovery point; and,

Route No. 22 Upper Ottawa

(i)	Add - Eastbound	-	Unsworth Drive, south side, 108 feet east of Upper Ottawa Street (F/S); and,
(ii)	Add - Northbound	-	Hempstead Drive, east side, 200 feet north of the north curb line (projected) of Unsworth Drive (M/B); and,

(iii) Add - Eastbound - Hempstead Drive, south side, 36 feet west of Nebo Road (N/S); and,

(iv) Delete - Northbound - Pritchard Road, east side, 261 feet north of the centre line of Rymal E. (M/B); and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Relocation of the School Crossing Guard on Melvin Avenue, east of Brunswick Street**

The Committee was in receipt of a report dated 1997 April 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the supervised school crossing on Melvin Avenue be relocated from 60 feet east of Brunswick to the intersection of Brunswick Street and Melvin Avenue; and,

(b) That parking be allowed on the north side of Melvin Avenue between Brunswick Street and Osborne Street; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Sanatorium Bus Route - Bus Stop Installation**

The Committee was in receipt of a report dated 1997 April 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following Hamilton Street Railway bus stop be installed:

Route No. 33 Sanatorium

Add - Southbound - MacNab Street South, west side of the east leg, 20 feet north of Main Street West; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **City Engineer**

(a) **Encroachment Agreements**

The Committee was in receipt of a report dated 1997 April 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined in Appendix "A", attached hereto, be approved, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees as outlined in Appendix "A", be set for the encroachments.

(b) **Valley Inn Road - Bridge over Grindstone Creek Maximum Weight Restriction**

The Committee was in receipt of a report dated 1997 April 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing weight restriction on the Valley Inn Road bridge over Grindstone Creek be revised to a maximum of 5 tonnes; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **1997 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1997 April 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in:

"Allison Estates - Phase 2", Hamilton

City's Share - $ 29,679.08 Owner's Share - $ 245,830.11; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Allison Estates - Phase 2", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered; and,

(d) That in the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the City's share of servicing "Allison Estates - Phase 2" subdivision at an estimated cost of $29,679.08 be financed from the Account Centre No. 00107 -Reserve for Services Through Unsubdivided Lands; and,

(f) That the Commissioner of Transportation be directed to prepare a By-law to stop up, close and retain:

(i) The most northerly 0.30 metres of Kirkfield Road, from the most easterly limit of Lot 66, Registered Plan 1013, westerly to a distance of approximately 12.00 metres; and,

(ii) The most southerly 0.30 metres of Kirkfield Road, from the most easterly limit of Lot 67, Registered Plan 1013, westerly to a distance of approximately 12.00 metres; and,

(g) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closings described in Sub-Section (f) (i) and (ii) above, pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990; and,

(h) That the Commissioner of Transportation be authorized and directed to prepare and register a reference plan under the Registry Act, for the purpose of closing the road described in Sub-Section (f) (i) and (ii) above; and,

(i) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990.

v. **Public Works Division**

Local Improvement By-law
Construction of Independent Concrete Sidewalks
on Stone Church Road East between Upper Ottawa and Dartnall Road

The Committee was in receipt of a report dated 1997 April 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the by-law be enacted to authorize construction of local improvements of an independent concrete sidewalk:

(a) on the north side of Stone Church Road East from Upper Ottawa Street to approximately 550 m easterly (east limit of No. 1249 Stone Church Road East); and,

(b) on the south side of Stone Church Road East from Upper Ottawa Street to Dartnall Road.

C. CHIEF ADMINISTRATIVE OFFICER/DIRECTOR OF PROPERTY

Option to Purchase from Canada Lands Company (CLC) Limited
Ferguson Avenue South

The Committee was in receipt of a report dated 1997 April 22 from the Chief Administrative Officer and Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That an Option to Purchase by the City of Hamilton, duly executed by the owner Canada Lands Company (CLC) Limited on 1997 April 22, and scheduled to close on or before 1997 June 30, for the lands situated in the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth and being composed of Lot 12, Registrar's Compiled Plan No. 1391, having a frontage of 11.253 metres (36.92 feet), along the southern limit of King Street East, and a frontage of 11.265 metres (36.96 feet), along the northern limit of Main Street East, and a depth of 82.892 metres (271.96 feet), known as No. 179 Main Street East, shown as Part 1 on Registered Plan 62R-13475, excluding that portion of the previously described lands occupied by a foundation wall encroachment of a building known as No. 242 King Street East, Hamilton, be approved and completed and the purchase price of $51,500 be charged to Account Centre No. CH 00102 (Reserve for Property Purchase); and,

(b) That as consideration in the amount of $2 has been paid to the owner pursuant to the agreement, this amount be deducted from the purchase price; and,

(c) That in connection with the eaves of the building known as 242 King Street East, which overhang the property being acquired by the City, that the building owner be permitted to maintain the overhanging eaves, provided the owner enters into the City's Standard Encroachment Agreement in a form satisfactory to the City Solicitor and the Senior Director of the Roads Division, which agreement shall confirm that the encroachment may continue only during the pleasure of Council and be subject to an annual fee for his privilege in the amount of $20 per year or the fees as amended; and,

(d) That following completion of this said purchase, the Senior Director of Roads is hereby authorized and directed to prepare a by-law, in a form satisfactory to the City Solicitor, to establish the said lands as a highway forming part of Ferguson Avenue South; and,

(e) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

D. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items

The Committee was in receipt of an information report dated 1997 May 5 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of information reports that were previously distributed to the Committee, be received.

Date	From	Subject	Date Distributed
April 21	Commissioner of Public Works and Traffic	Restore the Core - Downtown Hamilton Improvement Plan Update	1997 April 22

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) PUBLIC WORKS DIVISION

(i) Downtown Hamilton Improvement Plan Sidewalk Reconstruction

The Committee was in receipt of a report dated 1997 April 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Firth-Eagland reviewed the plan and following discussion, the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be directed to implement the reconstruction of the City sidewalks on the south side of King Street from James Street to Mary Street in accordance with the attached Appendix "B".

(ii) **Downtown Hamilton Improvement Plan, Lighting Contract**

The Committee was in receipt of a report dated 1997 April 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee was also in receipt of a report distributed at the meeting dated 1997 May 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Firth-Eagland reviewed the plan and following discussion, the Committee approved the following recommendation:

That a purchase order be issued to Wesco, of Hamilton, Ontario, in the amount of $224,395.74 for the supply and delivery of light poles and bollards for the redevelopment of King Street East between James Street and Mary Street being the lowest acceptable tender received in accordance with specifications C16-1897 issued by the Purchasing Division and Vendor's tender, and be financed from Capital Funds Account No. CF5200 609755033.

(iii) **Downtown Hamilton Improvement Plan**
Parking Initiatives (Information Report)

The Committee was in receipt of a information report dated 1997 April 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Hazell reviewed the report and following discussion, the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be directed to prepare a comprehensive report, in association with the Hamilton Parking Authority and the Regional Roads Department and in conjunction with the Downtown Revitalization Plan on various initiatives to increase the availability of parking in the downtown core.

(b) <u>CITY ENGINEER</u>

(i) **Twin Oaks Environmental Inc.**
Application for a Provisional Certificate of Approval
No. A650135 for a Waste Disposal Site (Processing/Transfer)
at No. 464 Rennie Street, Hamilton

The Committee was in receipt of a report dated 1997 April 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ministry of Environment and Energy be advised that the City of Hamilton does not object to Twin Oaks Environmental Ltd. receiving a Provisional Certificate of Approval No. A650135 for a Waste Disposal Site (Processing/Transfer) for the site located at No. 464 Rennie Street East, Hamilton on the condition that:

(i) the Ministry of Environment and Energy give specific consideration to reducing the storage time for residual waste exclusively, in order to mitigate potential odour and dust impacts; and,

(ii) that proper spill prevention measures and containment be implemented, to minimize the potential of any discharges to the Regional sewer system during the removal of liquid waste from the underground storage tank into a tanker vehicle; and,

(iii) that all environmental, health and safety safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of Environment and Energy, and that all applicable City By-laws are complied with fully; and,

(b) That a copy of this Report be forwarded to the West Central Branch of the Ministry of Environment and Energy for consideration; and,

(c) That the Ministry of Environment and Energy be requested to forward a copy of its final decision respecting the requested Provisional Certificate of Approval for Twin Oaks Environmental Ltd. to the City of Hamilton.

Note: Alderman G. Copps recorded opposed.

(ii) **Earthsong**

The Committee was in receipt of a report dated 1997 April 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That the application of Hamilton-Wentworth Creative Arts Inc. to temporarily close Longwood Road North, Paradise Road North and Bond Street North from King Street West to Princess Point, and the cross streets between Longwood Road and Paradise Road including Glen Road, Dufferin Street, Edgevale Road, Roanoke Road, Norwood Road, Franklin Avenue, Kenmore Road, Dorset Place, Freeland Court and Desjardins Court, to all but pass holders, residents of the closure area and emergency vehicles, and to allow one way access to the parking area at Kay Drage Park from Macklin Street and one way exit from Kay Drage Park from Longwood Road, from Saturday 1997 June 28 at 11:00 o'clock a.m. to Tuesday, 1997 July 1 at 12:00 o'clock midnight, to hold the annual Earthsong Festival, be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(d) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic at the expense of the applicant; and,

(e) That all barricading be supplied by and at the expense of the applicant; and,

(f) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

4. **CHIEF ADMINISTRATIVE OFFICER/ DIRECTOR OF PROPERTY**

Offer to Purchase (Highway Closure)
Rosslyn Avenue South - Loblaws Inc.

The Committee was in receipt of a report dated 1997 April 25 from the Chief Administrative Officer and Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law No. 95-049:

"the lands composed of Rosslyn Avenue South, Registered Plan 586, designated as Parts 1, 2, 3 and 4 on Plan 62R-14097 and containing an area of 1,150.1 square metres (12,379.98 square feet)"; and,

(b) That an Offer to Purchase (Highway Closure), to be executed by Loblaws Inc. (Gavin Goebel, Assistant Secretary) and scheduled to close thirty (30) days after the conditions in the Offer have been fulfilled to the satisfaction of the City, being on or before the 1997 June 16, for the lands composed of Rosslyn Avenue South, Registered Plan 586, designated as Parts 1, 2, 3 and 4 on Plan 62R-14097, and containing an area of 1,150.1 square metres (12,379.98 square feet) as shown on Schedule "B" attached to the Agreement, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $104,280 be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)) - $74,280 and Account No. CH59006 75910 (Recovery/External - Work done for Others) - $30,000; and,

(c) That the closing of this sale transaction be conditional upon the Purchaser entering into and registering easements in favour of the Regional Municipality of Hamilton-Wentworth, Part 2 on Plan 62R-14097 and Hamilton Hydro Electric System, Part 3 on Plan 62R-14097; and,

(d) It is understood and agreed that:

(i) the Purchaser shall install landscaping satisfactory to the City on Rosslyn Avenue adjacent to Delta Park, at the proposed entrance onto King Street, east of Rosslyn Avenue and at the corner of King Street East and Balmoral Avenue in accordance with a plan to be prepared by the Department of Public Works and Traffic; and,

(ii) the above noted $30,000 to be paid by the Purchaser is for the installation of a Pedestrian Priority Signal crossing King Street in the vicinity of Balmoral Avenue, Hamilton; and,

(e) That the Regional Municipality of Hamilton-Wentworth be requested to install a Pedestrian Priority Signal crossing King Street in the vicinity of Balmoral Avenue, Hamilton in 1997; and,

(f) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(g) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice given pursuant to Section 300 of the Municipal Act (the highway sale provision); and,

(ii) no appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

(iii) the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in a form prescribed pursuant to Section 193 of the Municipal Act.

5. **OTHER BUSINESS**

Commissioner of Public Works and Traffic
Mud Tracking

The Committee was in receipt of an information report distributed at the meeting dated 1997 May 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee directed that the Commissioner of Public Works and Traffic be directed to prepare a report on strengthening the City's provisions within subdivision agreements for mud tracking and further to develop amounts of security required, procedure for notice and invoicing the offending parties.

6. **ADJOURNMENT**

There being no further business, the Committee agreed that the meeting be adjourned.

RECORDED VOTE:

IN FAVOUR: Aldermen Merling, Kiss, Copps, Collins, Jackson, D'Amico

OPPOSED: None

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1997 May 5

/mjw

Tuesday, 1997 May 27
6:30 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met in special session.

Present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Also present:
Alderman M. Caplan
Alderman Wm. McCulloch
Alderman D. Drury
Alderman B. Charters
Alderman D. Ross
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic
Mr. M. Hazell, Public Works and Traffic Department
Mr. G. Aston, Roads Department
Mr. A. Ross, City Treasurer
Mr. M. Watson, Property Department
Mr. J. Schatz, City Clerk
Mr. K. C. Christenson, Secretary

1. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) **Downtown Hamilton Improvement Plan - Phase 1**
Award of Contract
Sidewalk Reconstruction, Decorative Lighting Installation
Planting Bed Preparation and Irrigation

The Committee was in receipt of a report dated 1997 May 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That a purchase order be issued to Lafarge Construction of Hamilton, Ontario, in the amount of $399,029.30 plus applicable taxes and contingency for a total of $491,161.35, for the sidewalk reconstruction, decorative lighting installation, planting bed preparation and irrigation for the redevelopment of King Street East between James Street and Mary Street, being the lowest acceptable tender received in accordance with specifications RHW-97-38 (HW) issued by the Region's Department of Transportation and vendor's tender, and be financed from Capital Funds Account No. CF5200 609755033; and,

(b) That the Mayor and City Clerk be authorized to execute the associated contract in a form satisfactory to the City Solicitor.

Note: Aldermen V. Agro and G. Copps recorded opposed.

(b) **Downtown Hamilton Improvement Plan - Phase 1**
Supply and Delivery of Light Fixtures for King Street East

The Committee was in receipt of a report distributed at the meeting dated 1997 May 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That a purchase order be issued to Medgar Sales Ltd. of Hamilton, Ontario, in the amount of $180,550 and approval be given for a contingency allowance of $18,000 for the supply and delivery of light fixtures, luminaire mounting brackets, and flower basket arms, for the redevelopment of King Street East between James Street and Mary Street, being the lowest acceptable tender received in accordance with specifications C16-23-97, issued by the Purchasing Division and Vendor's tender, and be financed from Capital Funds Account No. CF5200 609755033.

(c) **Hess Village Summerfest**
1997 June 12 to June 14

The Committee was in receipt of a report distributed at the meeting dated 1997 May 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the application of the Hess Village Merchants Association to temporarily close Hess Street between King Street and Main Street from Thursday, 1997 June 12 at 5:30 o'clock p.m. to Saturday, 1997 June 14 at 12:00 o'clock midnight, to hold the annual Hess Village "Summerfest", be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide proof of $5,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(d) That all barricading be supplied by and at the expense of the applicant; and,

(e) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant; and,

(f) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation; and,

(i) That the applicant be granted extension to the City of Hamilton Noise By-law No. 79-292 and contract a City of Hamilton Noise By-law Officer to be in attendance throughout the event, at the expense of the applicant; and,

(j) That the LLBO be advised that the Corporation of the City of Hamilton is aware of the application for a Temporary Extension of Liquor Licence submitted by the Lazy Flamingo, No. 19 Hess Street South, in conjunction with the Hess Village Merchant Association's "Summerfest 97" Festival to take place 1997 June 12, June 13 and June 14; and that the City has no objection to the issuance of the Temporary Extension of Liquor Licence for this event.

4. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1997 May 27

/mjw

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 13
File No. TEC-096-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Beland Avenue South, north of Queenston Road - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping" regulation on the east side of Beland Avenue South, commencing at Queenston Road and extending to a point 100 feet northerly therefrom, be removed and that the City Traffic By-law 89-72 be amended accordingly.

C. Litt-England
for D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

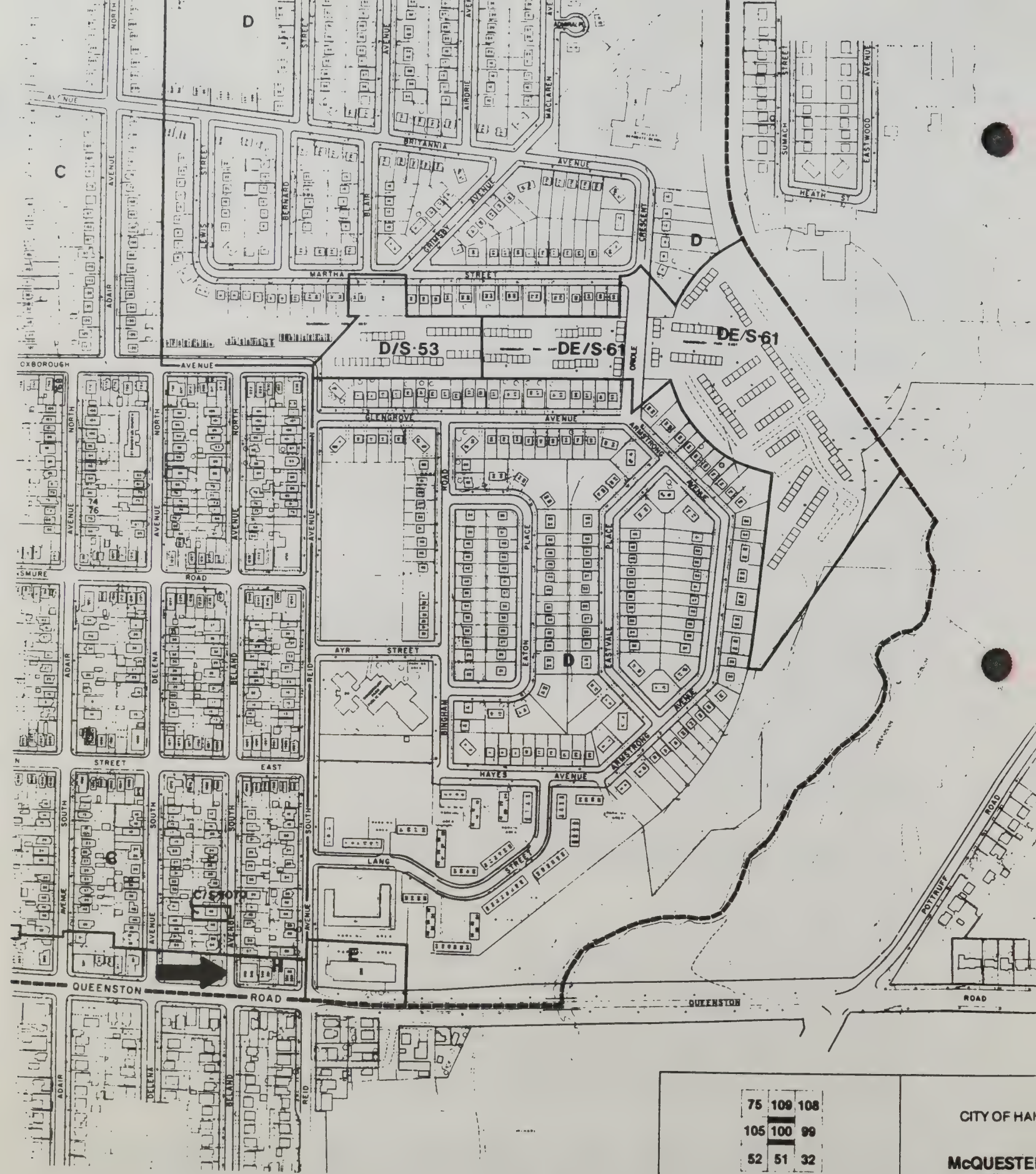
Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dave Wilson has advised of a request to remove the existing "No Stopping" regulation on the east side of Beland, north of Queenston to provide additional on-street parking. The subject "No Stopping" regulation was implemented in 1977 to facilitate Hamilton Street Railway Bus turning movements from Queenston onto Beland as part of the King Street (10) Bus Route. The HSR has since modified the King Street Route such that the bus loop, of which Beland was a part, is no longer in use; thereby rendering the "No Stopping" regulation obsolete, and therefore staff concurs with the request.

Beland has a 24-foot pavement width, and presently there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this area. The removal of the subject "No Stopping" regulation will provide three additional unrestricted parking spaces on the east side of Beland.

CVB/MBH/smg



75	109	108
105	100	99
52	51	32

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HA

McQUESTE

NIN

Neighbourhood Boundary

Zoning Boundary.

0

SCALE 50m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING UNIT NO.
6507

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 12
File No. TEC-094-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Cathcart Street between Wilson Street and Kelly Street - Parking Regulations

RECOMMENDATION:

That the existing "Commercial Vehicle Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Cathcart Street commencing at a point 44 feet north of Wilson Street and extending to a point 28 feet northerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

L. Lott-England for

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

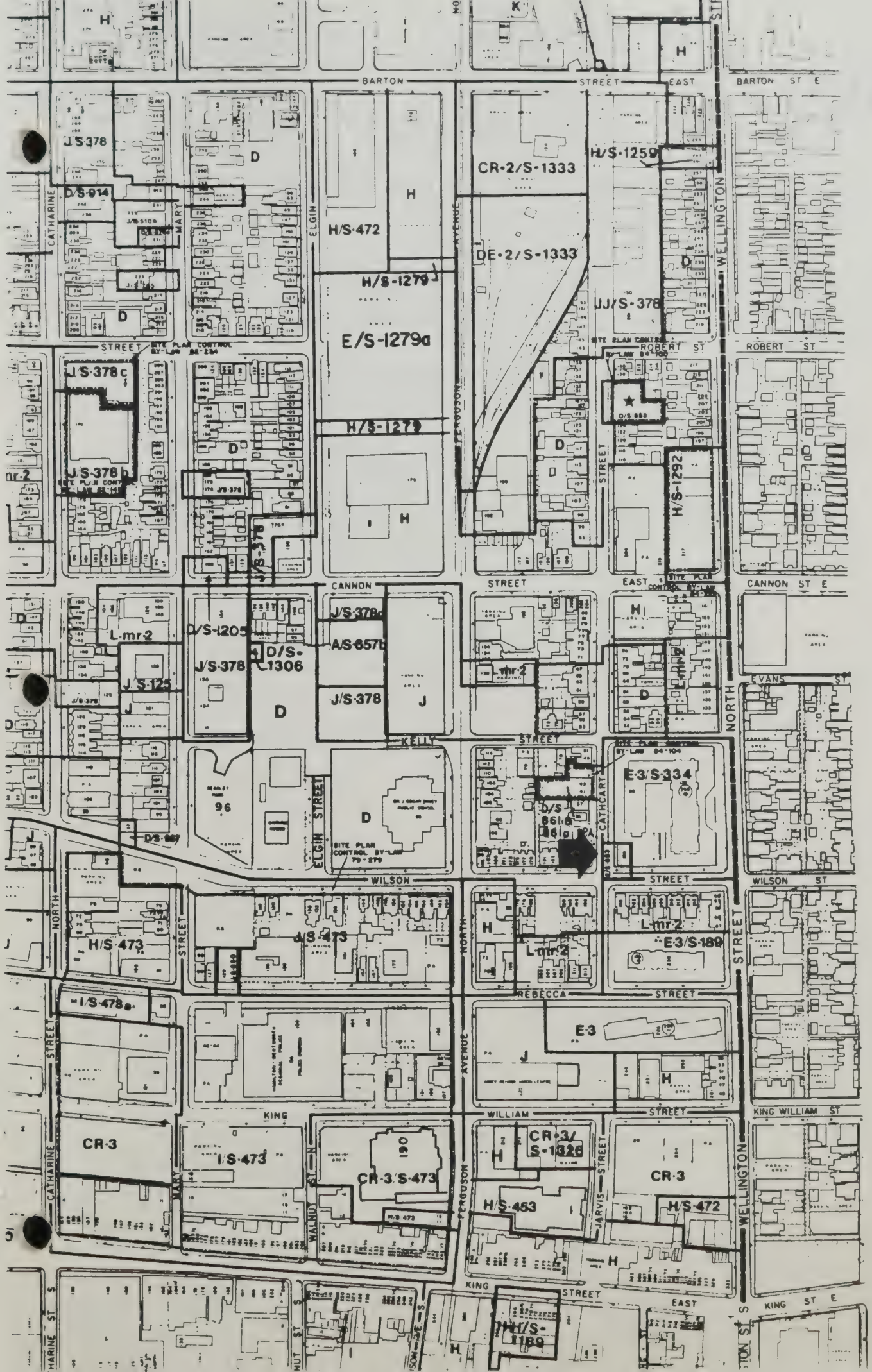
BACKGROUND:

Staff has received a request from Mr. Andy Kallergis, representative of the vacant commercial building at 199 Wilson Street, that the existing "Commercial Vehicle Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Cathcart, adjacent to the building, be removed to provide additional on-street parking.

Cathcart has a 30-foot pavement width and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this area except for a 28-foot section of "Commercial Vehicle Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation directly adjacent to 199 Wilson Street. The subject regulation was implemented in 1987 to provide a loading area for the social establishment within the building. Mr. Kallergis has advised that the establishment has moved out of the building and that the loading space is no longer required. Therefore, staff concurs with the request.

The removal of the subject regulation will restore two unrestricted parking spaces to the east side of the street.

CVB/MBH/smg


BARTON STREET EAST
BARTON ST E
J/S-378
D/S-914
CATHARINE
MARY
D
H
H/S-472
ELGIN
AVENUE
CR-2/S-1333
H/S-1259
WELLINGTON
H/S-1279
DE-2/S-1333
JJ/S-378
E/S-1279a
ROBERT ST
J/S-378c
J/S-378b
H/S-1279
FERGUSON
H/S-1292
CANNON
CANNON ST E
L-mr-2
D/S-1205
D/S-1306
J/S-378
J/S-125
A/S-657b
J/S-378c
J/S-378
J
KELLY
STREET
EVANS
E-3/S-334
96
D/S-867
ELGIN STREET
SITE PLAN CONTROL BY-LAW 79-279
WILSON
WILSON ST
NORTH
H/S-473
A/S-473
L-mr-2
E-3/S-189
REBECCA
E-3
KING
WILLIAM
KING WILLIAM ST
CR-3
I/S-473
CR-3/S-473
CR-3/S-1328
H/S-453
H/S-472
JARVIS
WALNUT ST N
KING
KING ST E
EAST
H/S-1189

2(B)(i)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 20
File No. TEC-099-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 159 Prospect Street South - Request to Rescind the By-law Entry for a Wheelchair Loading Zone

RECOMMENDATION:

That the by-law entry allowing for a "Wheelchair Loading Zone, 8:00 a.m. - 8:00 p.m., Monday - Friday" regulation on the east side of Prospect Street South commencing at a point 181 feet south of Main Street East and extending to a point 26 feet southerly therefrom be rescinded.

C Scott-England
for D. Lobo

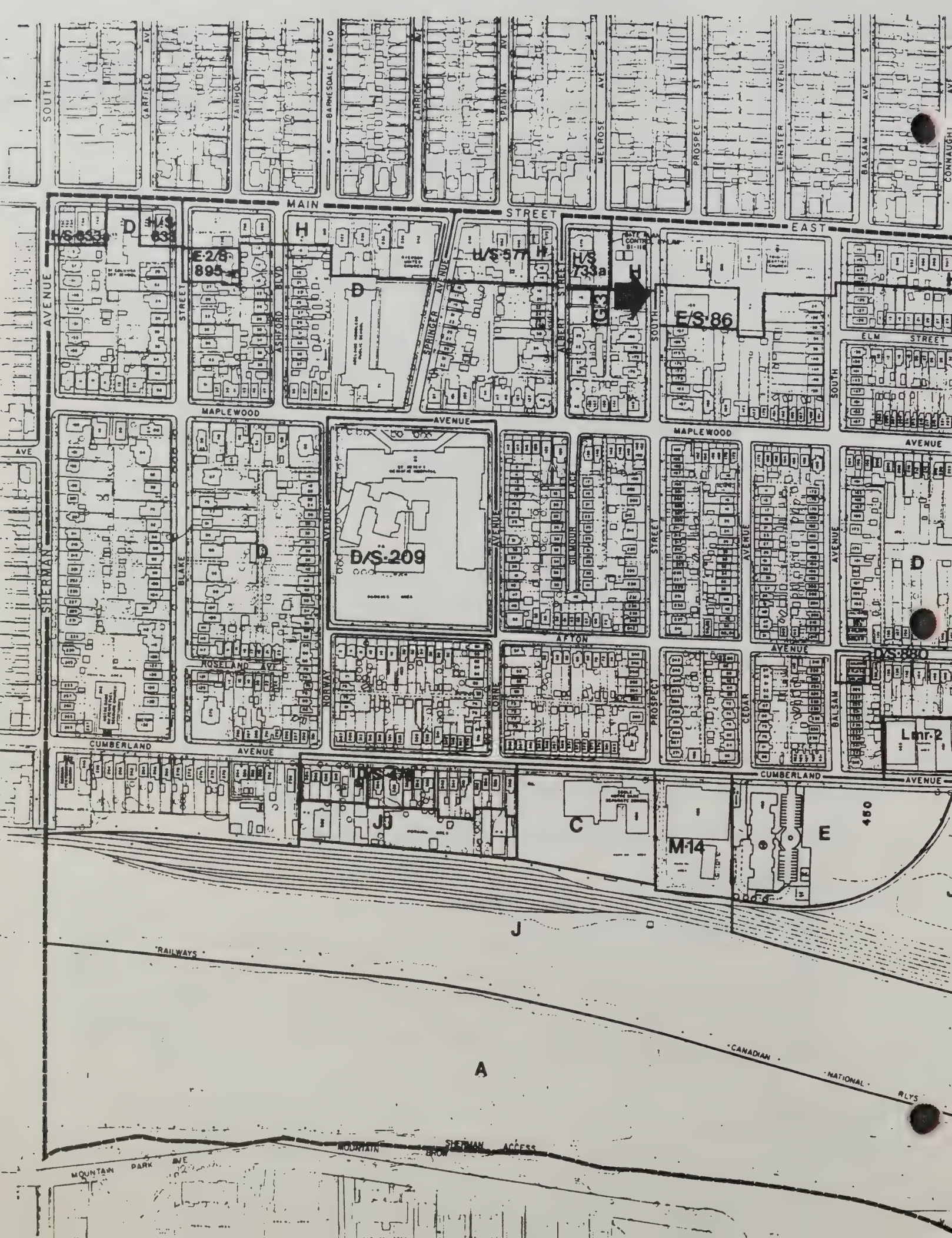
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

No cost would be incurred as the signs are not presently in place.

BACKGROUND:

The City Council at its meeting held 1997 April 29, approved a request from Mr. Jamie Perrette, tenant of Prospect Towers Apartment building, 159 Prospect Street South, that a "Wheelchair Loading Zone, 8:00 a.m. - 8:00 p.m., Monday - Friday" regulation be implemented on the east side of the Prospect in front of the apartment building since his daughter is disabled and required the use of Darts vehicles. However, staff has recently been advised by Mrs. Perrette that they are moving and that the loading zone is no longer required. Therefore, it would be appropriate to rescind the existing by-law entry.

SR CVB/MBH/smg


MAIN STREET EAST
SOUTH
GARFIELD AVE
FAIRHOLM RD
BARNESDALE BLVD
CARRICK AVE
SPADINA AVE
MELROSE AVE S
PROSPECT ST S
LEINSTER AVENUE
BALSAM AVE S
CONNAUGHT AVE
H/S 633a
H/S 633
E-2/6 895
ASHFORD BLVD
H/S 577
SPRINGER AVENUE
ALBERT STREET
H/S 733a
(G3)
E/S 86
SOUTH ELM STREET
MAPLEWOOD AVENUE
SHERMAN AVENUE
BLAKE STREET
D/S 209
GILMOUR PLACE
APTON AVENUE
PROSPECT STREET
CEDAR AVENUE
BALSAM AVENUE
D/S 880
ROSELAND AVE
NORWAY AVENUE
DUKE AVENUE
CUMBERLAND AVENUE
J3
C
M-14
E
450
Lmr-2
J
RAILWAYS
CANADIAN NATIONAL RLYS
A
MOUNTAIN PARK AVE
MOUNTAIN BROW
SHERMAN ACCESS

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 13
File No. TEC-095-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 177 Fairfield Avenue - Request to relocate a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Fairfield Avenue commencing 343 feet south of Britannia Avenue and extending to a point 18 feet southerly be relocated such that the regulation commences 216 feet south of Britannia Avenue and extends to a point 24 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

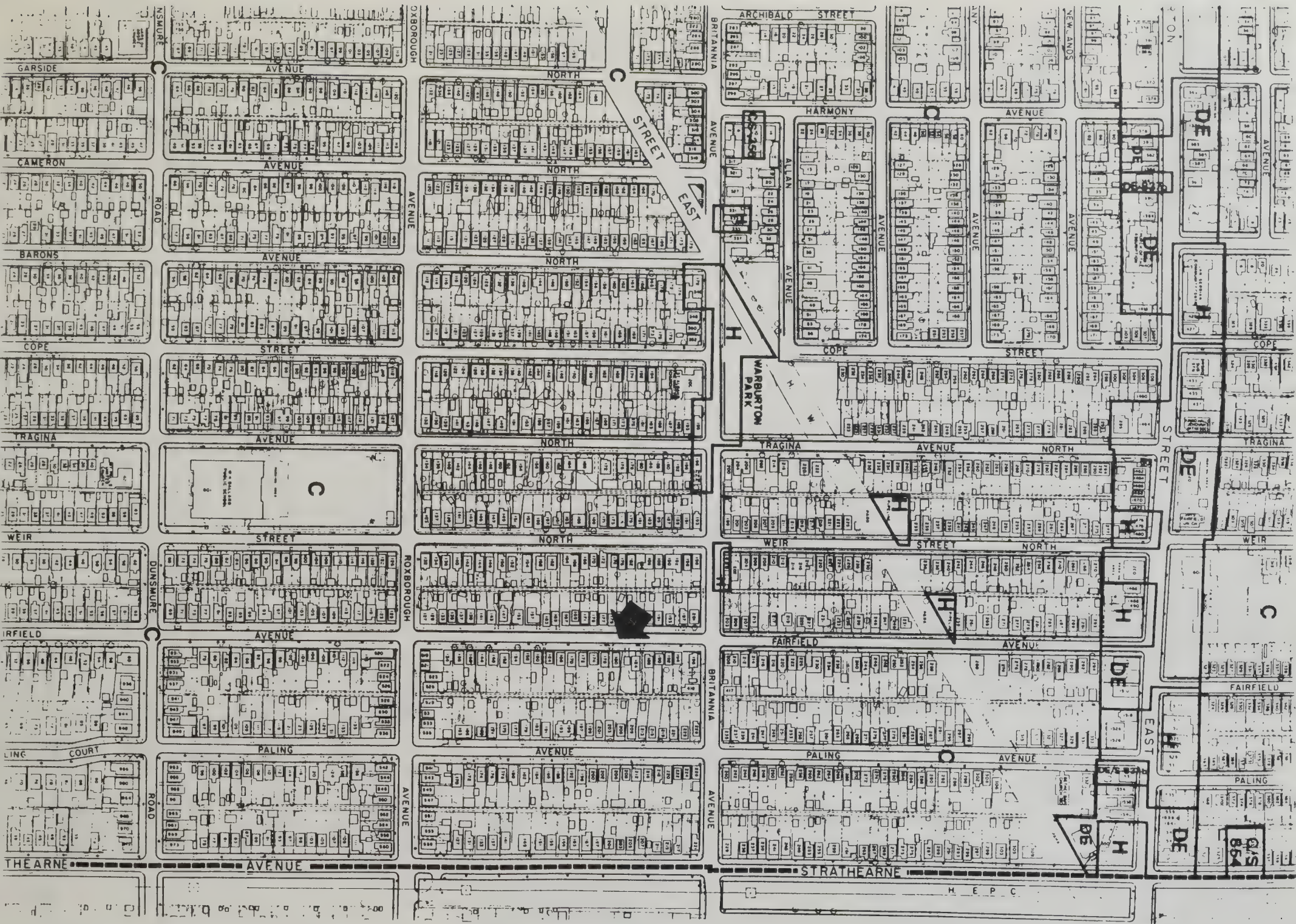
Sufficient funds have been made available in the 1997 operating budget to cover the cost of relocating the subject signs.

BACKGROUND:

Staff has received a request from Mr. Dayment, 177 Fairfield Avenue, that his existing reserved "Permit Parking" space on the east side of the street in front of 170 Fairfield Avenue, be relocated closer to his home and directly in front of 180 Fairfield Avenue.

Staff has been advised by Ms. Kathleen Parks, 180 Fairfield Avenue, that she supports the implementation of a reserved "Permit Parking" space in front of her home for use by Mr. Dayment. Therefore, since this location is closer to Mr. Dayment's home, it would be appropriate to relocate the signs, and staff concurs with the request.

CVB/MBH/smg


GARSIDE
AVENUE
NORTH
CAMERON
AVENUE
NORTH
ROAD
AVENUE
AVENUE
NORTH
BARONS
AVENUE
NORTH
COPE
STREET
COPE
STREET
TRAGINA
AVENUE
NORTH
TRAGINA
AVENUE
NORTH
WEIR
STREET
NORTH
WEIR
STREET
NORTH
DUNSMURE
ROXBOROUGH
AVENUE
FAIRFIELD
AVENUE
FAIRFIELD
AVENUE
BRITANNIA
PALING
AVENUE
PALING
AVENUE
COURT
ROAD
AVENUE
THEARNE
AVENUE
STRATHEARNE
ARCHIBALD
STREET
HARMONY
AVENUE
AVENUE
NORTH
STREET
EAST
ALLAN
AVENUE
AVENUE
AVENUE
COPE
STREET
WARBURTON
PARK
STREET
EAST
H E P C
DE
C
H

2(B)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 15
File No. TEC-097-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Roanoke Place between Paradise Road North and the easterly end - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the south side of Roanoke Place between Paradise Road North and the easterly end and on the north side commencing 92 feet east of Paradise Road North and extending to the easterly end, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of four of the six residential properties abutting Roanoke between Paradise and the easterly end requesting that a "No Parking" regulation be implemented on both sides of the street in this block, including the "bulb" of this cul-de-sac. All four of the residents that signed the petition are in favour of the requested regulation.

Roanoke has a 24 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding parked vehicles on both sides of the street obstructing two-way traffic flow and

driveway movements. Staff generally supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow, driveway movements and snow removal, and the petitioners have agreed to leave a section on the north side of the street as unrestricted parking to allow three on-street parking spaces at the westerly end. Therefore, since 67 percent of the abutting residents support the requested regulation and since virtually all residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request.

CVB/MBH/kg


A
C
J
GARDENS
CHEDOKE EXPRESSWAY
MACKLIN ST. (EXTENSION)
DESJARDINS COURT
DESJARDINS CT
NORTH 3 ROAD
FREELAND CT
FRANKLIN AVENUE
PARKVIEW DRIVE
UPLANDS AVE
BOND STREET
LONGWOOD ROAD
KENMORE AVENUE
PARADISE ROAD
NORWOOD RD
ROANOKE ROAD
EDGEVALE ROAD
EDGEVALE PLACE
DEVON PLACE
KIPLING AVENUE
DORSET PL
DUFFERIN STREET
GLEN ROAD
E/S-550
E/S-216
KING STREET WEST
KING STREET
FORT CRESCENT
Creek
Channel

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 12
File No. TEC-093-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Devonport Street between Tom Street and York Boulevard - Parking Regulations

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Devonport Street between Tom Street and York Boulevard and on the east side of Devonport Street between Tom Street and a point 171 feet south of York Boulevard be revised, such that the regulation is in effect until 9:00 p.m., seven days a week, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo .

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of revising the subject signs. However, the $24. annual charge for each parking permit off-sets the costs to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 14 of the 20 residential properties abutting Devonport between Tom and York requesting that the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street be revised, such that the regulation is in effect until 9:00 p.m., seven days a week. All 14 of the residents that signed the petition are in favour of the requested regulation.

Devonport has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street in this block except for a 171 foot section of unrestricted parking on the east side adjacent to a

commercial business. The resident who circulated the petition has expressed concern regarding long-term non-resident parking in the evening and on weekends by employees of area businesses. Revising the existing regulation would prohibit long-term non-resident parking which occurs later in the evening and on weekends. Therefore, since 70 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


A/S-569
A/S-450
TECUMSEH STREET
BARTON STREET
JONES STREET
TOM STREET
FLORENCE STREET
SUNSET AVENUE
BAKER STREET
HUNT STREET
LAMOREAUX STREET
HEAD STREET
WEST STREET
KING STREET
PETER STREET
NAPIER STREET
MORDEN STREET
GEORGE STREET
NELSON STREET
HENRY ST
EDISON ST
BOULEVARD
DEVONPORT STREET
LOCHEARNE STREET
BREADALBANE STREET
DUNDURN STREET
STRATHCONA AVENUE
MARGARET AVENUE
LOCKE STREET
CROOKS STREET
SITE PLAN CONTROL BY-LAW 80-03
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 87-154
H/S-481
H/S-745
H/S-743
H/S-744
H/S-1038
H/S-700
H/S-520
E/S-481
E-3/S-366
D/S-450
G-3/S-898
CR-2
G-3

Z(0X1X9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 28
File No. TEC-103-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 99 Colin Crescent - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a full-time "Wheelchair Loading Zone" regulation be implemented on the east side of Colin Crescent commencing at a point 64 feet north of Towercrest Drive and extending to a point 40 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

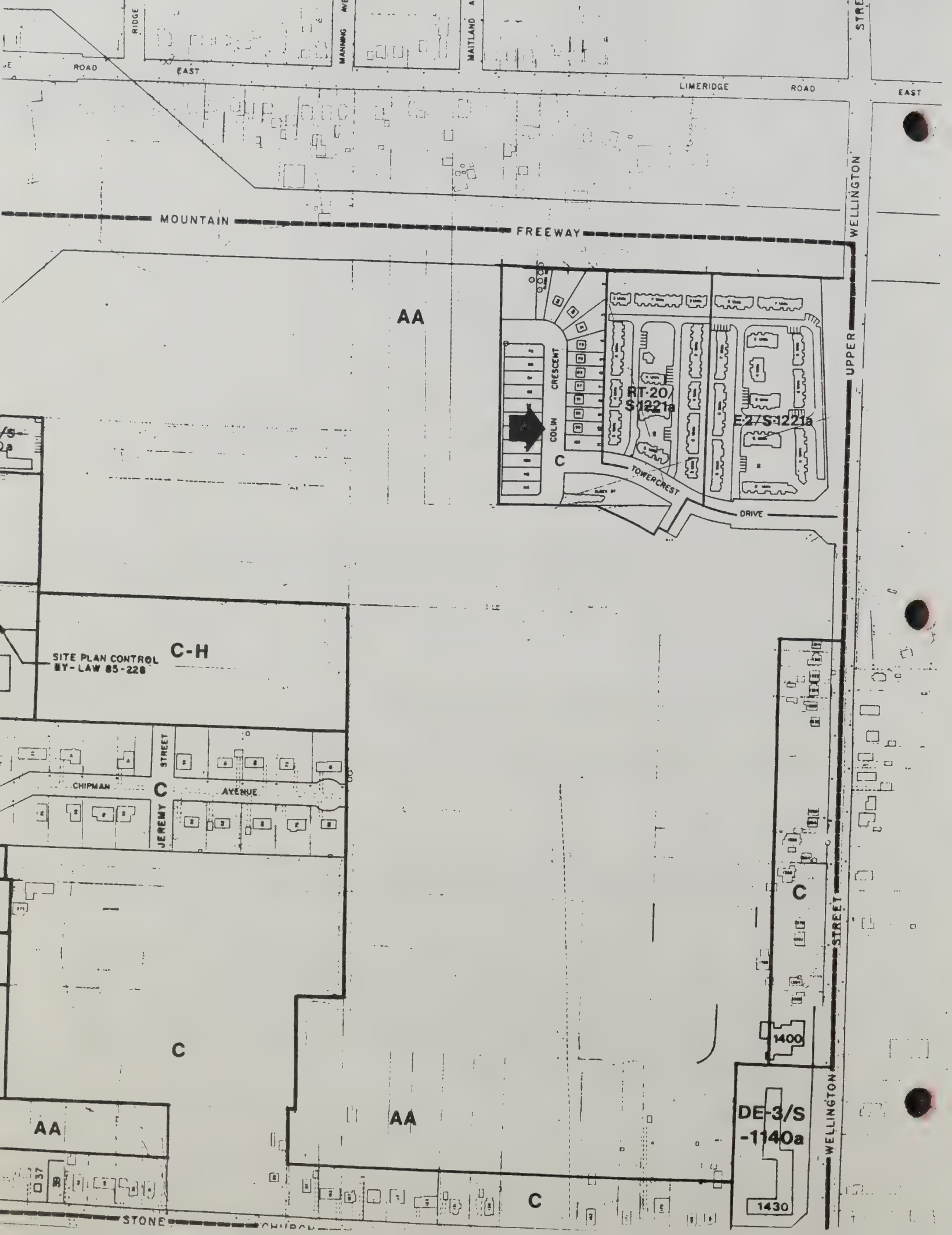
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ganina Marchewka, Care Giver at 99 Colin Crescent, that a full-time "Wheelchair Loading Zone" regulation be implemented on the east side of Colin directly in front of this home since the residents are disabled and require the use of Darts vehicles.

Colin has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The implementation of the requested regulation would result in the loss of only one legal on-street parking space directly in front of 99 Colin Crescent. However, since all residents in this area have available off-street parking and since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg


LIMERIDGE ROAD
EAST
MOUNTAIN FREEWAY
WELLINGTON STREET
UPPER
AA
COLIN CRESCENT
C
RT-20/S-1221a
E-27/S-1221a
TOWERCREST DRIVE
SITE PLAN CONTROL BY-LAW 85-228
C-H
CHIPMAN AVENUE
JEREMY STREET
C
AA
1400
DE-3/S-1140a
1430
STONE

2(B)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 28
File No. TEC-104-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 260 Montmorency Drive, Unit 310 - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Montmorency Drive commencing 312 feet west of the extended west curb line of Montmorency Drive and extending to a point 18 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Richard Melanson, 260 Montmorency Drive, Unit 310.

D. Lobo -

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

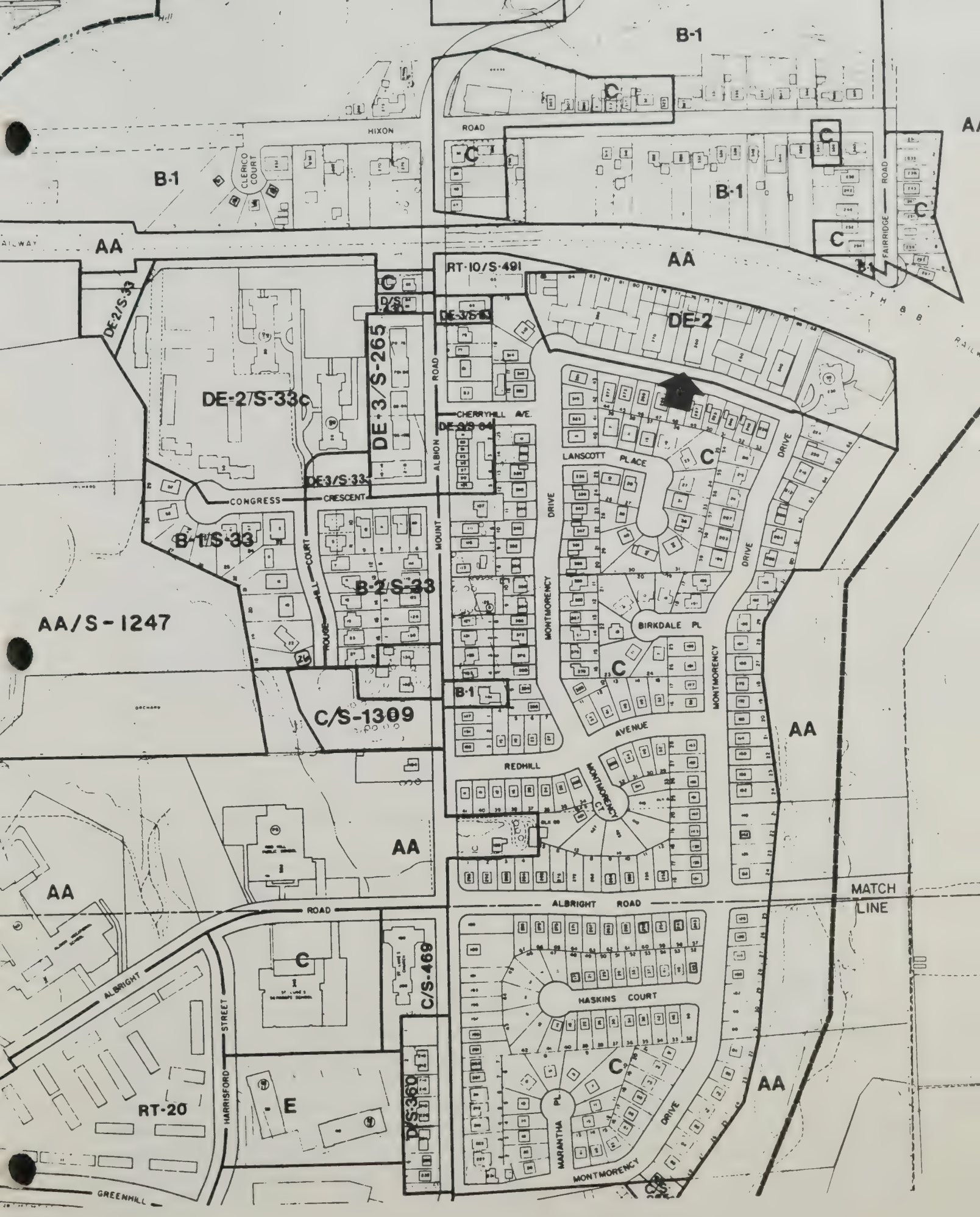
Staff has received a request from Mrs. Kim Melanson, 260 Montmorency Drive, Unit 310, that a reserved "Permit Parking" regulation be implemented on the north side of the street adjacent to her townhouse for use by her husband as he is disabled and the townhouse complex parking area is too far away from her unit.

Montmorency has a 28-foot pavement width, and presently, there is a "No Parking" regulation on the south side and unrestricted parking on the north side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Melanson possesses a valid permit.

Staff has been advised by Mr. Robert Harps, Superintendent of Glendale Villa, that he supports the implementation of a reserved "Permit Parking" space adjacent to the townhouse complex for use by Mr. Melanson and that Mr. Melanson's parking space within the complex will be given to another townhouse resident. Therefore, since there is no suitable alternative parking area available on private property, staff concurs with the request.

CVB/MBH/kg


B-1
C
HIXON
ROAD
CLERICO COURT
B-1
AA
RAILWAY
C
B-1
FAIRRIDGE ROAD
AA
RT-10/S-491
DE-2
DE-2/S-33
DE-2/S-33c
DE-3/S-265
ALBION ROAD
CHERRYHILL AVE.
DE-3/S-33
CONGRESS CRESCENT
B-1/S-33
B-2/S-33
ROUGE HILL COURT
MOUNT
DRIVE
LANSCOTT PLACE
C
DRIVE
DRIVE
MONTMORENCY
BIRKDALE PL
C
MONTMORENCY
AVENUE
AA/S-1247
C/S-1309
B-1
REDHILL
MONTMORENCY CT.
AA
AA
AA
ALBRIGHT ROAD
MATCH LINE
ROAD
ALBRIGHT
C
C/S-469
HASKINS COURT
HARRISFORD STREET
RT-20
E
D/S-360
C
MARANTHA PL
DRIVE
MONTMORENCY
AA
GREENHILL
C/S

2(6)(i)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 28
File No. TEC-101-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 114 Park Row North - Request to replace the existing Reserved "Permit Parking" space with a Wheelchair Loading Zone

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Park Row North commencing at a point 79 feet south of Roxborough Avenue and extending to a point 21 feet southerly therefrom be replaced with a "Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Seven Days a Week" regulation and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of revising and maintaining the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Wilcox 114 Park Row North, that the existing reserved "Permit Parking" regulation on the east side of the street directly in front of her home be replaced with a "Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Seven Days a Week" regulation as her husband no longer drives and requires the use of Darts vehicles.

The implementation of the requested regulation will restore one unrestricted on-street parking space after 6:00 p.m., as Mrs. Wilcox has agreed to limit the hours of the regulation such that parking can occur after 6:00 p.m. Therefore, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/smg

BRITANNIA
AVE
CANNON
STREET
EAST
NORTH
STREET
OTTAWA
PARK ROW
ROXBOROUGH
AVENUE
NORTH
DUNSMURE
ROAD
WORKS
RIGHT OF WAY
(PIPE LINE
WATER
HAMILTON
EDGEMONT
STREET
LONDON
PROVINCE
GRAHAM
HOUGHTON
AVE
MAIN
STREET
EAST

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 28
File No. TEC-102-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: 136 Locke Street South - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north side of Hunter Street West commencing at Locke Street South and extending to a point 87 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

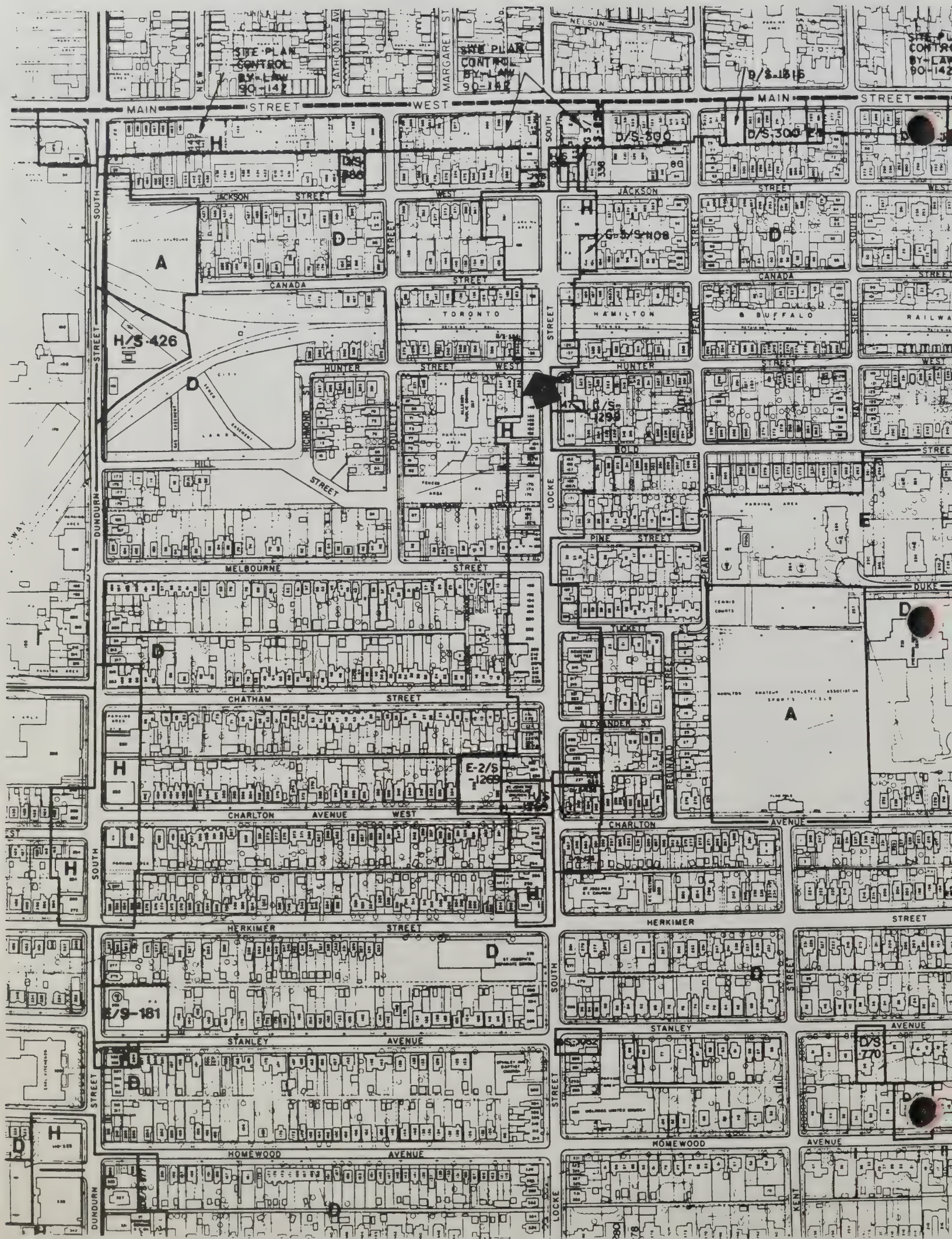
Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Gerald Quitt, owner of Award Sales and Installation, 136 Locke Street South, that a "No Parking" loading zone be implemented on the north side of Hunter adjacent to his business.

Hunter has a 23-foot pavement width, and presently, there is a "No Parking" regulation on the south side and a "Permit Parking" regulation on the north side of the street in this block. The implementation of the requested regulation will have no effect on the number of permits allocated to the residents of Hunter as this area was not included in the determination of the number of requested permits for this block. Therefore, staff concurs with the request.

CVB/MBH/smg


MAIN STREET WEST
SITE PLAN CONTROL BY-LAW 90-142
D/S-1815
D/S-300
D/S-300
H/S-426
C-S/S-1108
H/S-1299
E-2/S-1269
S/S-181
S-982
D/S 770
JACKSON STREET
CANADA
TORONTO
HAMILTON
BUFFALO
HUNTER STREET
HILL STREET
MELBOURNE STREET
BOLD
PINE STREET
DUKE
TUCKETT
CHATHAM STREET
ALEXANDER ST
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
NELSON ST
MARGARET ST
STATHCONA AVE
NEW ST
DUNDURN STREET SOUTH
LOCKE STREET SOUTH
KENT
PEARL
BAY
RICHMOND ST
QUEEN
TENNIS COURTS
A
D
E
H

2(B)(i)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 3
File No. TEC-106-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Nelson Street between Locke Street South and Pearl Street South - Parking Regulations

RECOMMENDATION:

That a full-time "One Hour Parking Time Limit" regulation be implemented on the south side of Nelson Street between Locke Street South and Pearl Street South and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of nine of the thirteen residential properties abutting Nelson between Locke and Pearl requesting that a full-time "One Hour Parking Time Limit" be implemented on the south side of the street in this block. Seven of the petitioners are in favour of the requested regulation and two had no opinion.

Nelson has an 18-foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by customers from area businesses. The implementation of the requested regulation would prohibit

long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 54 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


A/S-569
A/S-450
BARTON
STREET
WEST
JONES
TOM
FLORENCE
LOCHEARNE
SUNSET
AVENUE
LAMOREAUX
BAKER
HUNT
HEAD
NAPIER
MORDEN
KING
GEORGE
NELSON
MAIN
BOULEVARD
DEVONPORT
INCHBURY
LOCKE
STRATHCONA
DUNDURN
BREADALBANE
MARGARET
EDISON
HENRY
NEW
PEARL
BAY
OXFORD
BROOKS
WELLINGTON
TECUMSEH
NORTH
SOUTH
SITE PLAN CONTROL BY LAW 80-105
SITE PLAN CONTROL BY LAW 80-253
SITE PLAN CONTROL BY LAW 87-154
SITE PLAN CONTROL BY LAW 80-120
SITE PLAN CONTROL BY LAW 80-253
SITE PLAN CONTROL BY LAW 80-253
SITE PLAN CONTROL BY LAW 80-253

26(xi)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 4
File No. TEC-107-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Public Walkway between No. 98 Milkyway Drive and No. 131 Trenholme Crescent - Parking Regulations

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the south side of Milkyway Drive/Trenholme Crescent, commencing 60 feet west of the extended west curb line of Upper Kenilworth Avenue and extending to a point 123 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

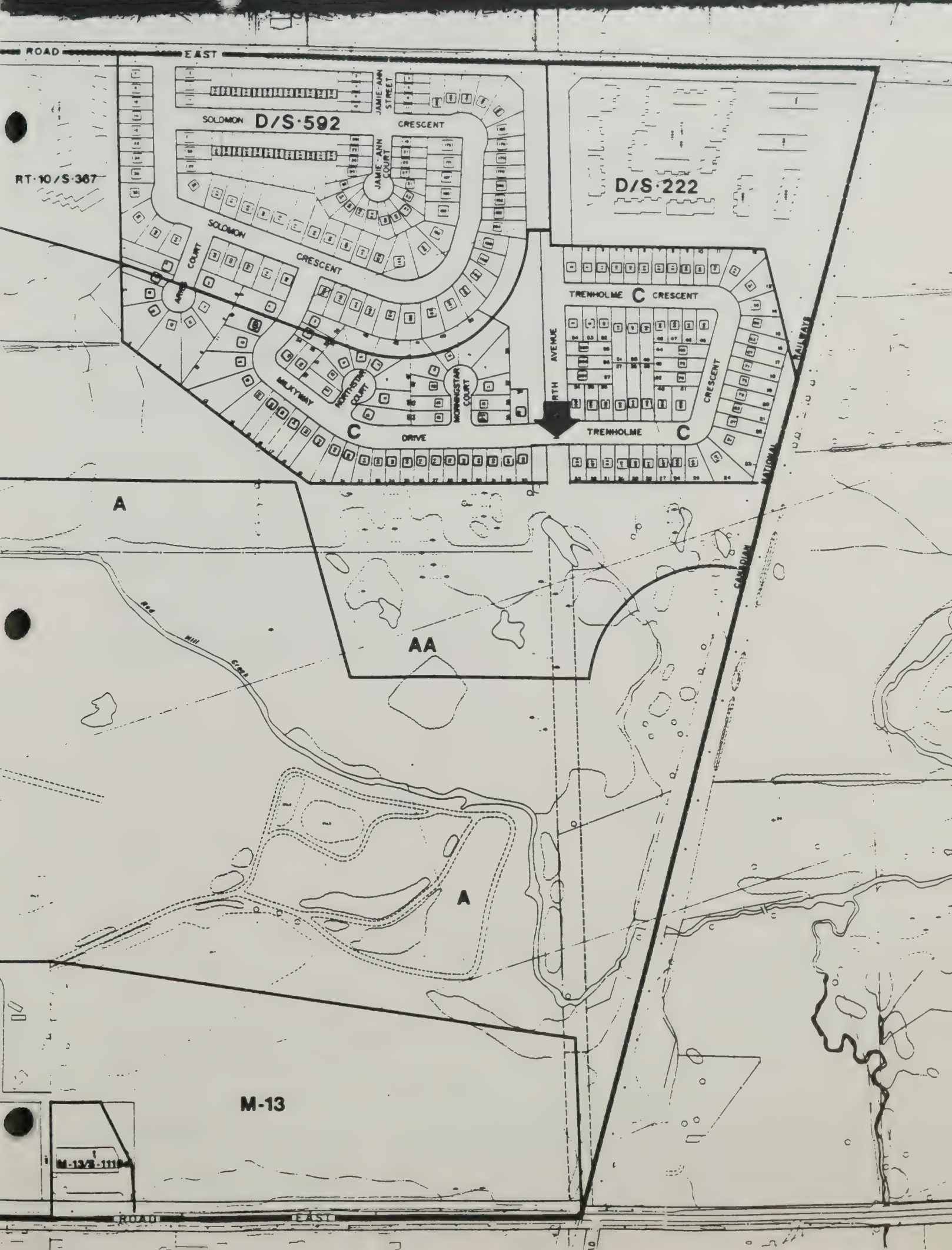
BACKGROUND:

Alderman Tom Jackson has advised of a request from the Trenholme Neighbourhood Committee, that a "No Stopping" regulation be implemented on the south side of Milkyway/Trenholme adjacent to the public walkway leading to Trenholme Park between No. 98 Milkyway Drive and 131 Trenholme Crescent. Concern has been expressed that residents loading/unloading children adjacent to the entrance to the walkway, which is in the middle of a "T" intersection, are creating a hazardous situation for pedestrians accessing the walkway.

Milkyway and Trenholme have a 28-foot pavement width, and presently there is unrestricted parking on both sides of the street in this area. A general provision of the City Traffic By-law 89-72 prohibits stopping within 30 feet of either side of a pedestrian walk leading to a park/playground. However, staff is recommending that the "No Stopping" regulation be extended an additional 30' westerly to include the frontage of the vacant private lot adjacent to the park.

The implementation of the requested regulation will result in a loss of two on-street parking spaces. However, since parking is permitted on both sides of the streets in this area and since all area residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request to improve pedestrian safety.

CVB/MBH/smg


ROAD
EAST
SOLOMON D/S·592
JAMIE-ANN STREET
CRESCENT
JAMIE-ANN COURT
SOLOMON
CRESCENT
COURT
RT·10/S·367
D/S·222
TRENHOLME C CRESCENT
AVENUE
CRESCENT
NORTHSTAR COURT
MORNINGSTAR COURT
MILKYWAY
C
DRIVE
TRENHOLME
C
CANADIAN NATIONAL RAILWAYS
A
AA
A
M-13
M-13/S-111
ROAD
EAST

2(8)(i)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 5
File No. TEC-091-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 180 Province Street North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Province Street North commencing at a point 62 feet north of Cannon Street East and extending to a point 20 feet northerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

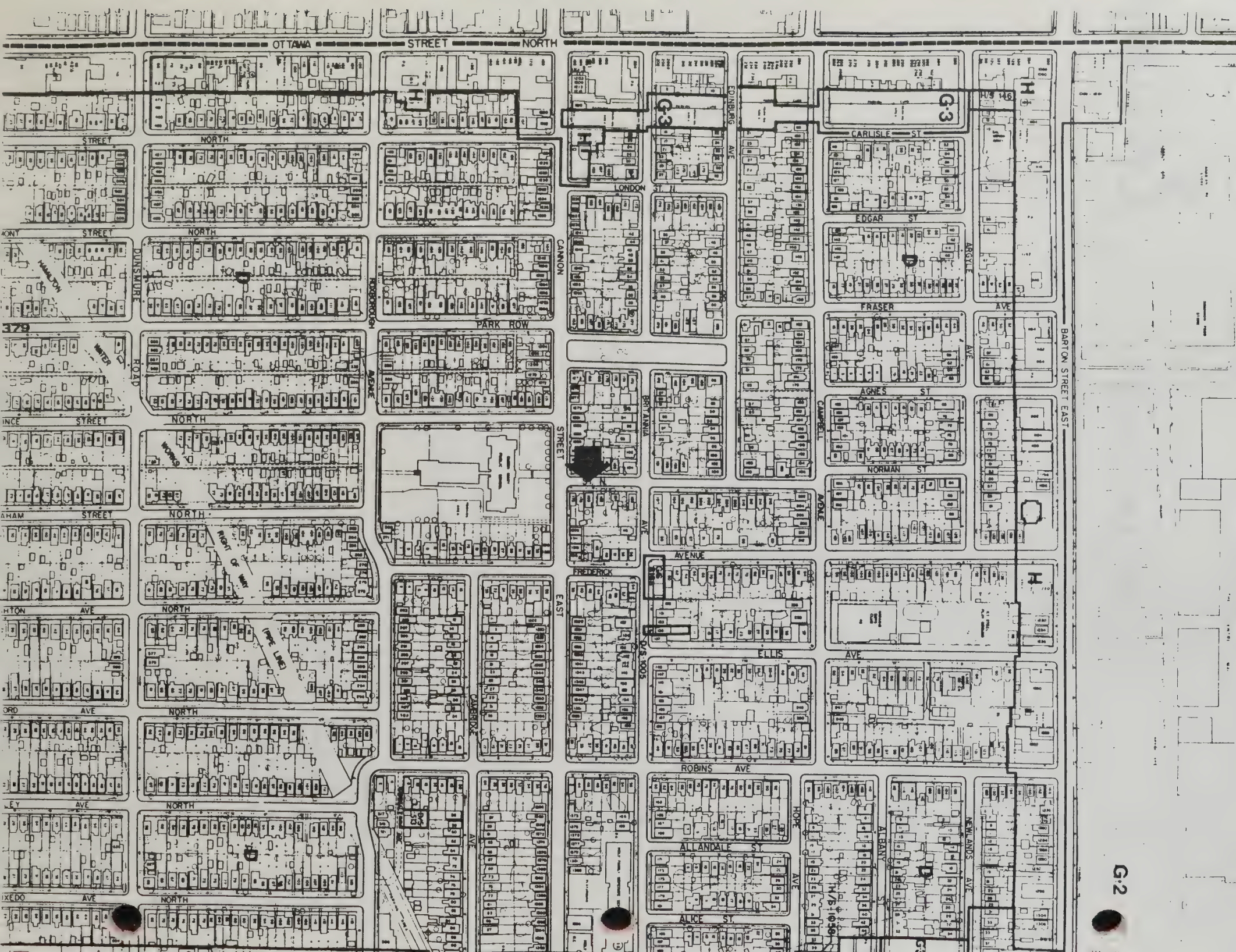
Sufficient funds have been made available in the 1997 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request that the existing "Permit Parking" regulation on the east side of the street in front of No. 180 Province Street North be removed since the resident has moved. Staff has confimed that the resident no longer resides at this address. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the east side of the street.

CVB/MBH/kg


OTTAWA STREET NORTH
G-3
G-2
H
D
CARLISLE ST
EDGAR ST
FRASER AVE
AGNES ST
NORMAN ST
ELLIS AVE
ROBINS AVE
ALLANDALE ST
ALICE ST
PARK ROW
BARTON STREET EAST
EDNBURG AVE
LONDON ST
ARGYLE AVE
CAMPBELL AVE
BRITANNIA AVE
FREDERICK AVE
CANNON STREET EAST
DUNSMURE ROAD
HAMILTON
WATER
HWY 1056
HWY 146
HOPE AVE
ALBANY AVE
NEWLANDS AVE
379

26(i)(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 6
File No. TEC-109-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Ferguson Avenue South, south of Hunter Street East - Parking Regulations

RECOMMENDATION:

That the hours of the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Ferguson Avenue South, south of Hunter Street East be revised such that the regulation is in effect 24 hours a day, seven days a week and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of revising the subject signs. However, the $24. annual charge for each parking permit off-sets the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 8 of the 11 residential properties abutting Ferguson between Hunter and Grange requesting that the hours and days of the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of the street at the northerly portion of the block be revised such that the regulation is in effect 24 hours a day, seven days a week. Six of the residents that signed the petition are in favour of the requested regulation and two are opposed.

Ferguson has a 43 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of the street commencing 30 feet south of Hunter and extending to a point 115 feet southerly on the east side and extending

to a point 91 feet southerly on the west side. There is a "No Parking" regulation on both sides for the remaining southerly portion of the block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking in the evening. Extending the hours and days of the existing regulation would prohibit the long-term non-resident parking that occurs after 6:00 p.m. Therefore, since 55 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg

26(X)(i)(x)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 5
File No. TEC-108-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Keith Street, west of Wentworth Street North - Parking Regulations

RECOMMENDATION:

That a full-time "One Hour Parking Time Limit" regulation be implemented on the north side of Keith Street commencing at Wentworth Street North and extending to a point 157 feet westerly therefrom and on the south side commencing at Wentworth Street North and extending to a point 162 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

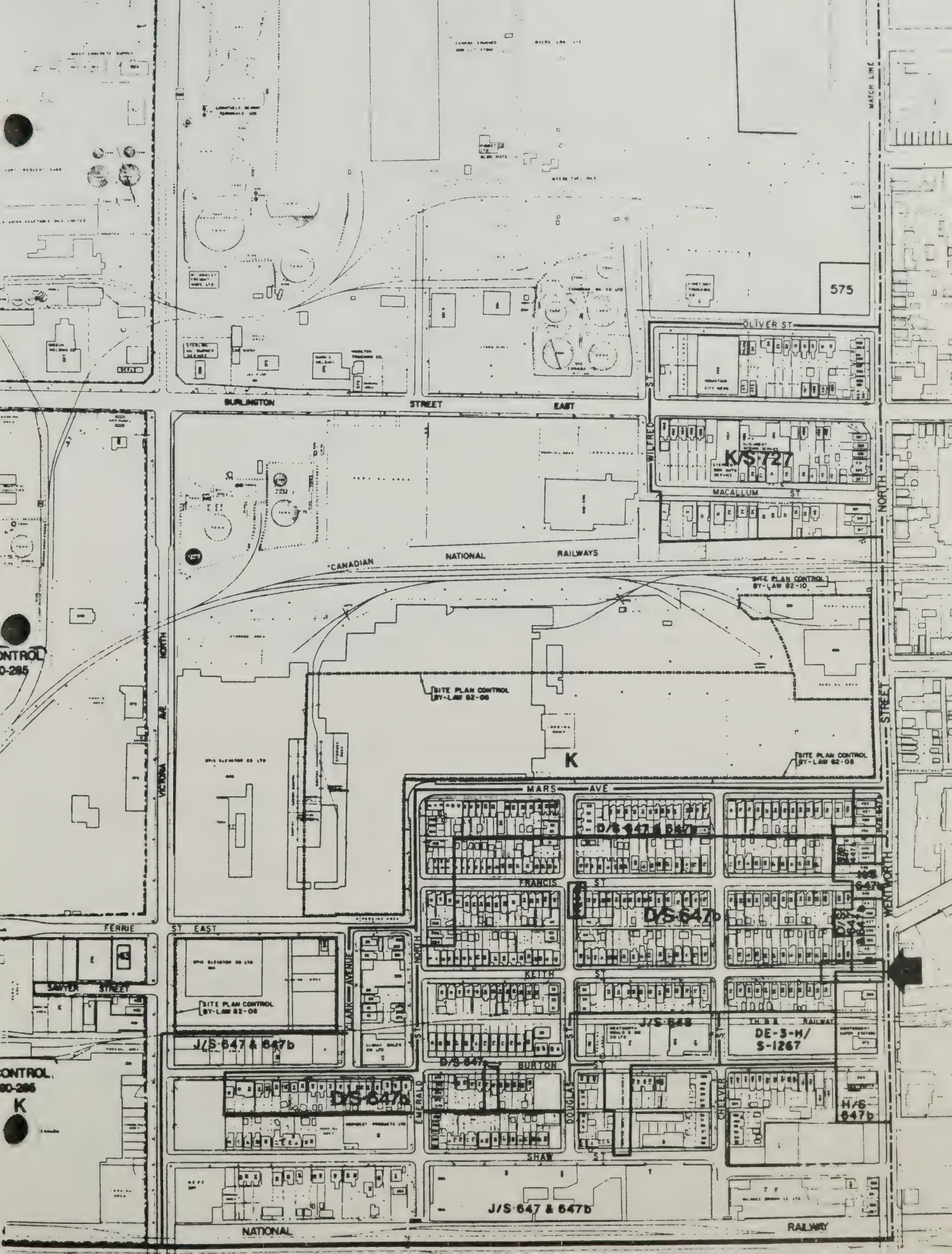
BACKGROUND:

Staff has received a petition signed by representatives of the five residential properties abutting Keith between Wentworth and the west property line of No. 99 Keith Street requesting that a full-time "One Hour Parking Time Limit" regulation be implemented on both sides of the street in the easterly portion of this block. All five of the petitioners are in favour of the requested regulation.

Keith has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by customers from an area auto repair garage. The

implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 100 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


575
OLIVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
NORTH
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
K
VICTORIA AVE NORTH
MARS AVE
WENTWORTH STREET
FRANCIS ST
D/S-647b
KEITH ST
J/S-648
DE-3-H/ S-1267
BURTON ST
SHAW ST
EMERALD ST
DOUGLAS ST
CHEVER ST
H/S-647b
J/S-647 & 647b
FERRIE ST EAST
SAWYER STREET
BANK AVENUE
NATIONAL RAILWAY

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 7
File No. TEC-092-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Erin Avenue and Montrose Avenue - Intersection Control

RECOMMENDATION:

That eastbound traffic on Montrose Avenue be required to stop for northbound and southbound traffic on Erin Avenue and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

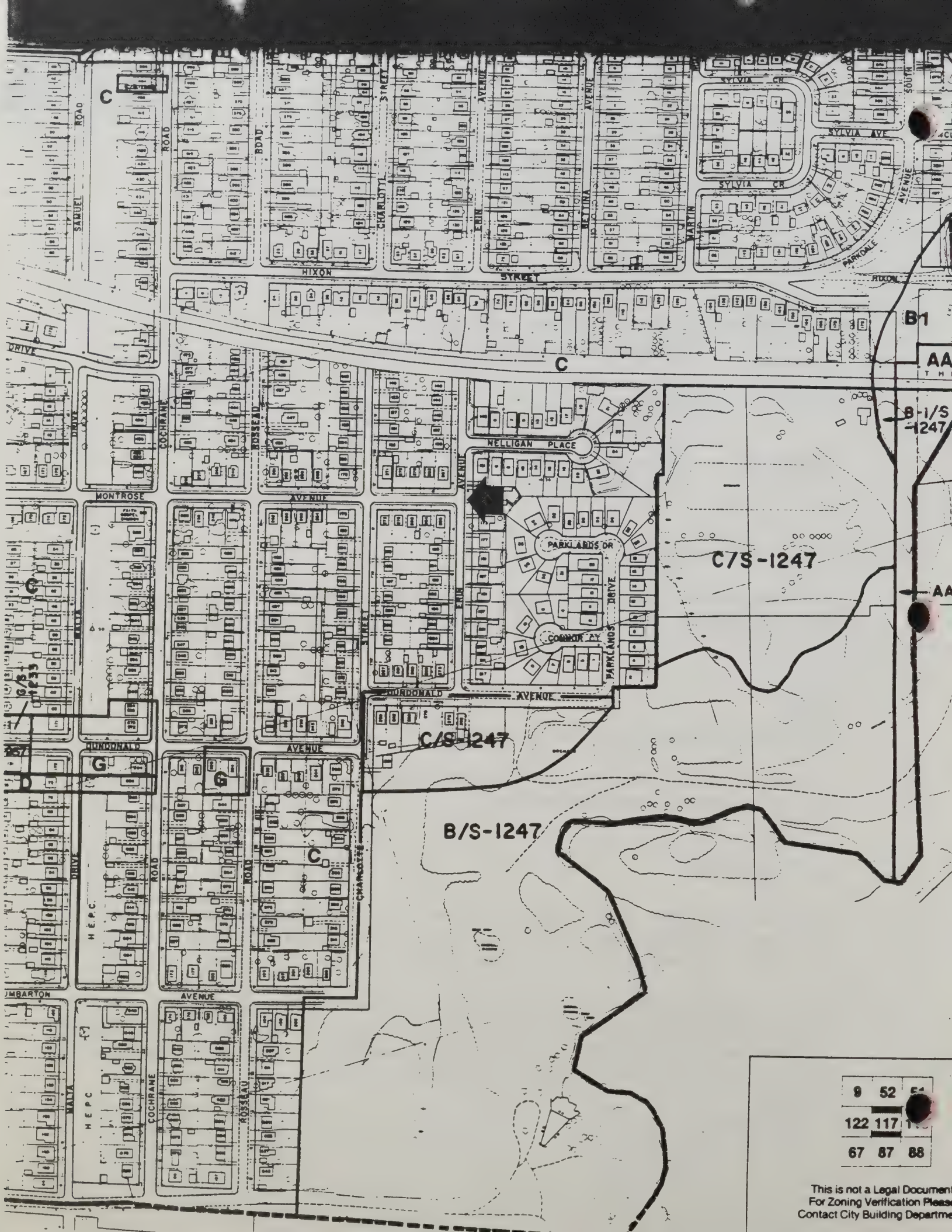
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Chad Collins has advised of a request from an area resident that stop control be implemented at the intersection of Montrose and Erin. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersection in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that eastbound traffic on Montrose be required to stop for northbound and southbound traffic on Erin.

CVB/MBN/kg



9	52	54
122	117	116
67	87	88

This is not a Legal Document
For Zoning Verification Please
Contact City Building Departme

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 11
File No. TEC-112-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Acadia Drive (north leg) and Butler Drive (west leg) - Intersection Control

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the northwest intersection of Acadia Drive and Butler Drive.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000. annually.

BACKGROUND:

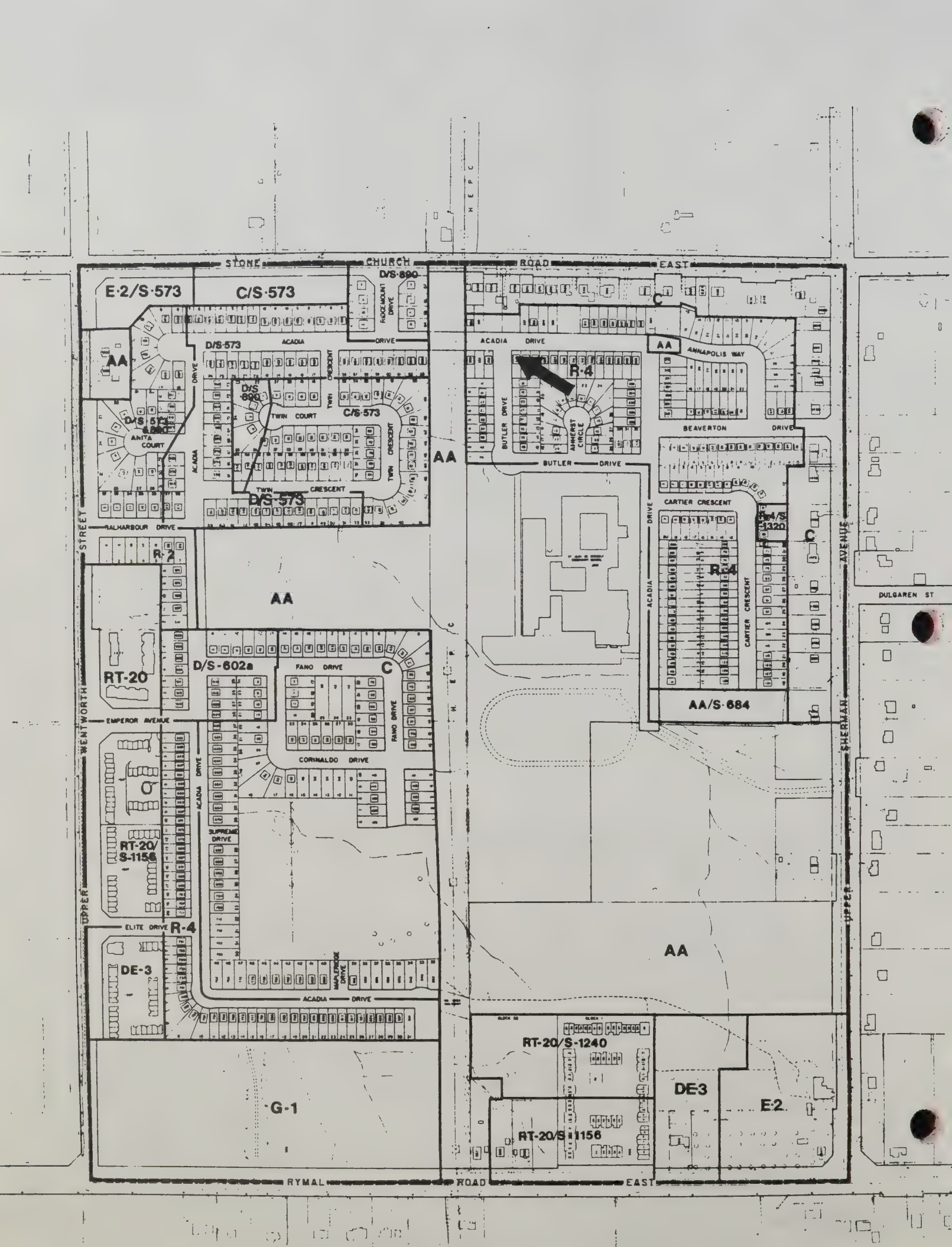
As a result of a recent public meeting, Alderman Henry Merling and Alderman Terry Anderson have advised of a request that three-way stop control be implemented at the northwest intersection of Acadia and Butler.

The subject intersection is a "T" type intersection, and presently, northbound traffic on Butler is required to stop for eastbound and westbound traffic on Acadia. Records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record which could not be improved upon by the implementation of all-way stop control.

Staff has investigated this request and has concluded that none of the criteria respecting the use of all-way stop control are met at this intersection. Furthermore, eastbound and westbound traffic on Acadia is required to stop one block west of the subject intersection at Ridgemount which is only approximately 300 feet west of Butler.

In view of the above, staff does not support the request for three-way stop control at the intersection of Acadia and Butler.

MBH/kg


STONE CHURCH ROAD EAST
E-2/S-573
C/S-573
D/S-890
RIDGEMOUNT DRIVE
D/S-573
ACADIA
DRIVE
AA
ANITA COURT
D/S-573
D/S-890
TWIN COURT
TWIN CRESCENT
C/S-573
D/S-573
ACADIA DRIVE
R-4
AMHERST CIRCLE
BUTLER DRIVE
ANNAPOLIS WAY
BEAVERTON DRIVE
CARTIER CRESCENT
R-4/S-1320
AA/S-684
R-4
CARTIER CRESCENT
DULGAREN ST
WENTWORTH STREET
RALHARBOUR DRIVE
R-2
AA
RT-20
D/S-602a
FANO DRIVE
CORINALDO DRIVE
EMPEROR AVENUE
RT-20/S-1156
SUPREME DRIVE
ELITE DRIVE
R-4
DE-3
MAPLERIDGE DRIVE
ACADIA DRIVE
G-1
RT-20/S-1240
RT-20/S-1156
DE-3
E-2
AA
SHERMAN AVENUE
RYMAL ROAD EAST

26(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 11
File No. TEC-113-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Berkindale Drive and Sylvester Street - Intersection Control

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Berkindale Drive and Sylvester Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000. annually.

BACKGROUND:

Alderman Chad Collins has advised of a request from an area resident that three-way stop control be implemented at the intersection of Berkindale and Sylvester.

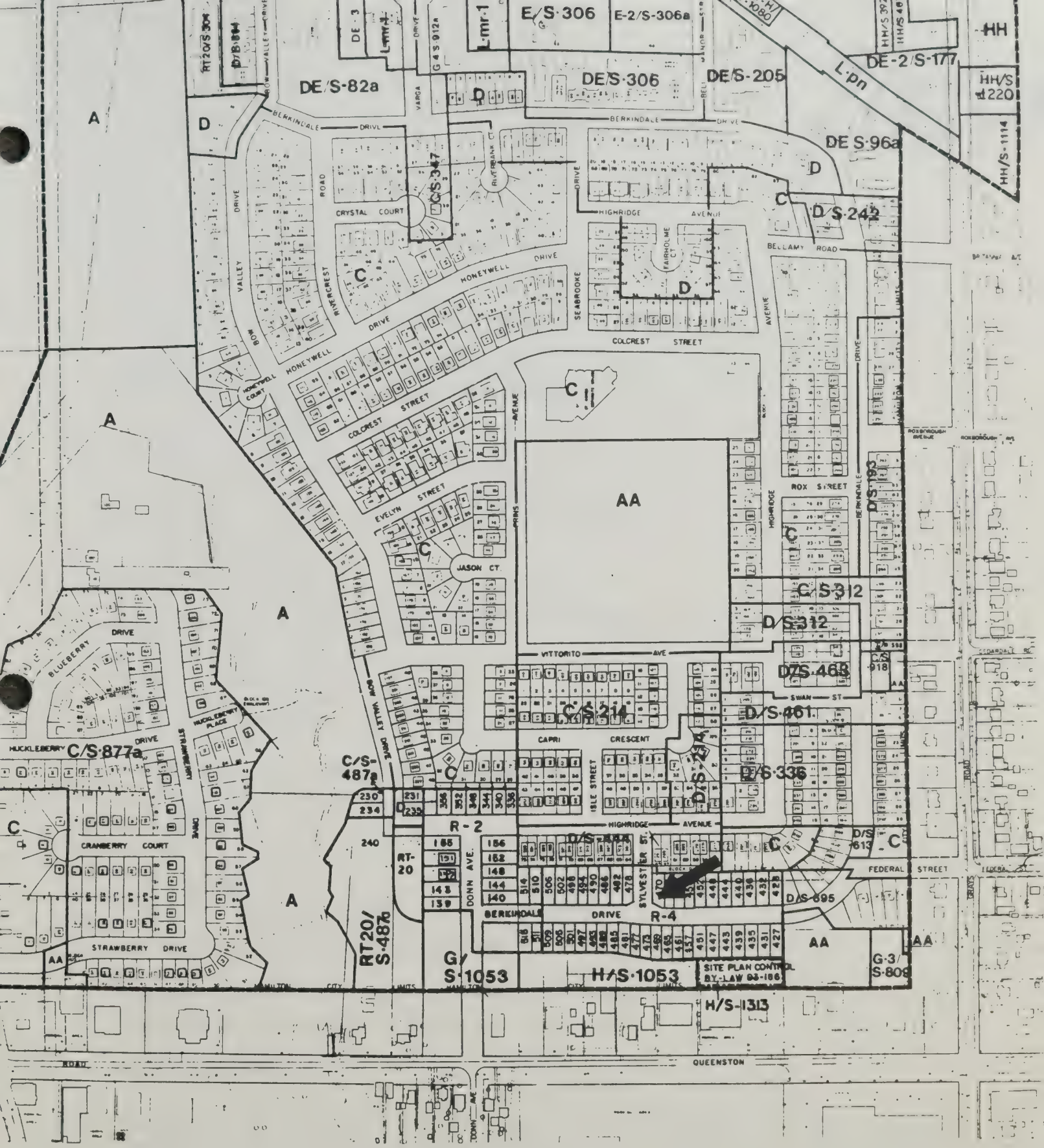
The subject intersection is a "T" type intersection, and presently, southbound traffic on Sylvester is required to stop for eastbound and westbound traffic on Berkindale. Records indicate that there have been no reported collisions at this intersection since its construction.

Staff has investigated this request and has their usual concerns respecting the use of unwarranted stop control, including the fact that there is no collision problem at this intersection, stop signs have no effect on the speed or volume of traffic, but have extremely harmful environmental affects. Also, unwarranted stop signs create disrespect on the part of the motorist to the extent that the compliance with stop signs is deteriorating every year.

Research has shown that the installation of stop signs has virtually no effect on the speed or volume of traffic on a particular street and that the area of influence is only approximately 100 feet on either side of the intersection.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Berkindale and Sylvester.

MBH/kg


E/S-306
E-2/S-306a
DE/S-82a
DE/S-306
DE/S-205
DE-2/S-177
DE S-96a
D/S-242
C/S-347
C/S-312
D/S-312
D/S-468
C/S-214
D/S-461
D/S-336
C/S-877a
C/S-487a
RT20/S-487b
G/S-1053
H/S-1053
H/S-1313
SITE PLAN CONTROL BY-LAW 83-186
BERKINDALE DRIVE
HIGHRIDGE AVENUE
COLCREST STREET
EVELYN STREET
JASON CT.
VITTORITO AVE
SWAN ST
CAPRI CRESCENT
ISLE STREET
SYLVESTER ST.
FEDERAL STREET
ROX STREET
BELLAMY ROAD
CRYSTAL COURT
HONEYWELL DRIVE
BLUEBERRY DRIVE
CRANBERRY COURT
STRAWBERRY DRIVE
QUEENSTON

2(B)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 21
File No. TEC-100-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Bayfront Bus Route - Bus Stop Installation

RECOMMENDATION:

a) That the following Hamilton Street Railway bus stop be installed:

Route #4 Bayfront

Add - Northbound Nash Road, east side, 545 north of Denten Street (M/B)

b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

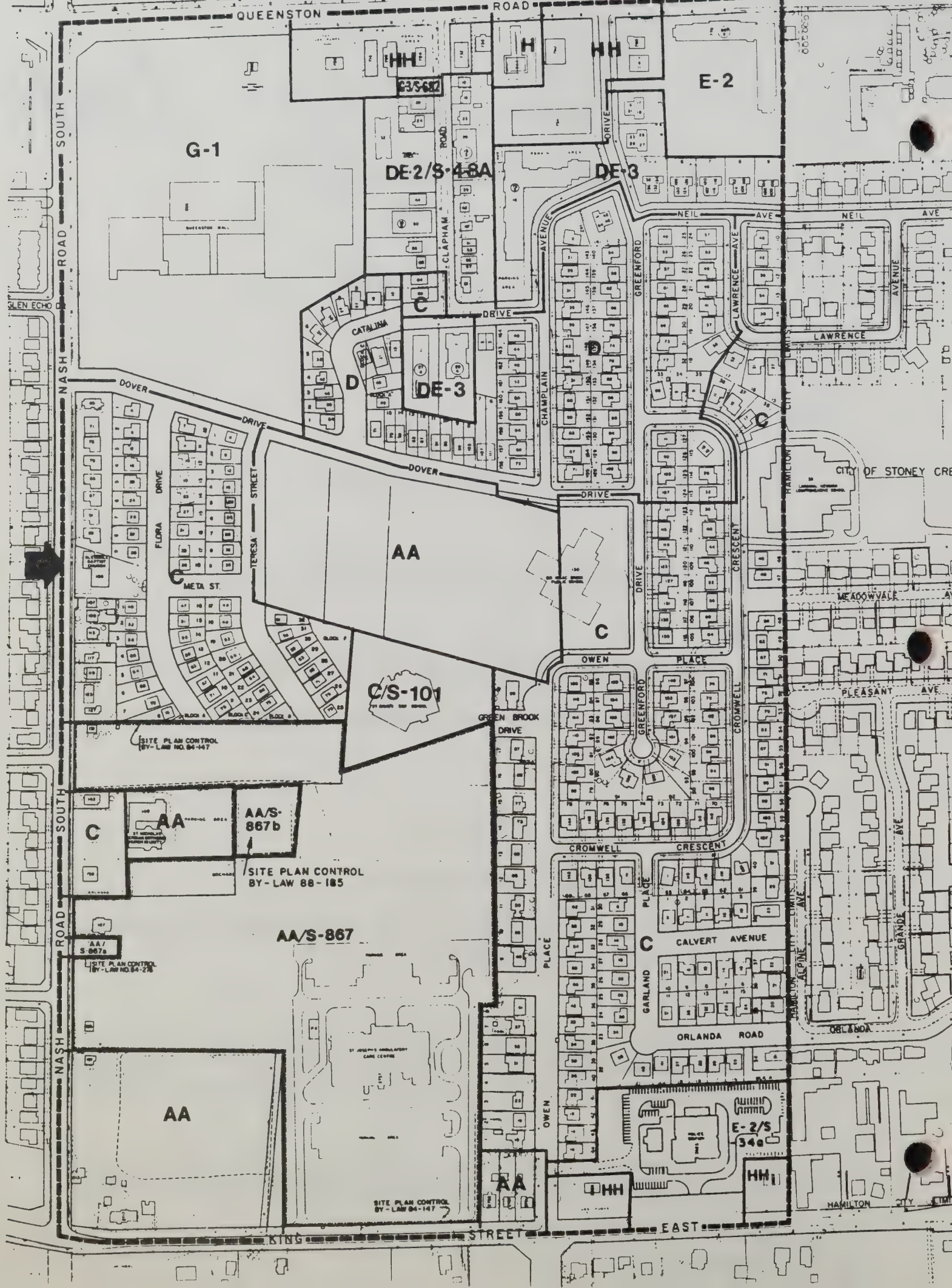
Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton Street Railway has requested that the above-noted bus stop be installed in order to shorten the walking distance to Eastgate Christian Fellowship Church. This stop was installed several months ago on a trial basis and since that time no concerns have been expressed regarding its placement.

The subject bus stop location is satisfactory from a traffic point of view. There will be no loss of on-street parking as the subject area is presently signed with a "No Parking" regulation.

CVB/MBH/smg


QUEENSTON ROAD
NASH ROAD SOUTH
G-1
DE-2/S-48A
DE-3
E-2
HH
H
C
D
AA
C/S-101
AA/S-867b
AA/S-867
SITE PLAN CONTROL BY-LAW 88-185
SITE PLAN CONTROL BY-LAW NO. 84-147
SITE PLAN CONTROL BY-LAW 84-216
E-2/S-34a
CLAPHAM ROAD
CATALINA DRIVE
DOVER DRIVE
FLORA DRIVE
TERESA STREET
META ST.
CHAMPLAIN AVENUE
GREENFORD DRIVE
NEIL AVE
LAWRENCE AVENUE
CITY OF STONEY CREEK
CRESCENT
OWEN PLACE
GREEN BROOK DRIVE
CROMWELL CRESCENT
CALVERT AVENUE
GARLAND PLACE
ORLANDA ROAD
MEADOWVALE
PLEASANT AVE
HAMILTON CITY LIMITS
KING STREET EAST

2(B)(i)(k)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1997 May 9
(T119-1542(H) - M. Trink)

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Division

SUBJECT: Mountain Park Avenue Bridge over The Sherman Cut - Maximum Weight Restriction (R-97-32)

RECOMMENDATION:

a) That the existing by-law entry for a weight restriction on the Mountain Park Avenue bridge over the Sherman Cut, be rescinded; and

(b) That an appropriate by-law to amend the City Traffic By-law R89-72 be enacted and forwarded to the Ministry of Transportation.

D. Lobo
Commissioner
Public Works and Traffic

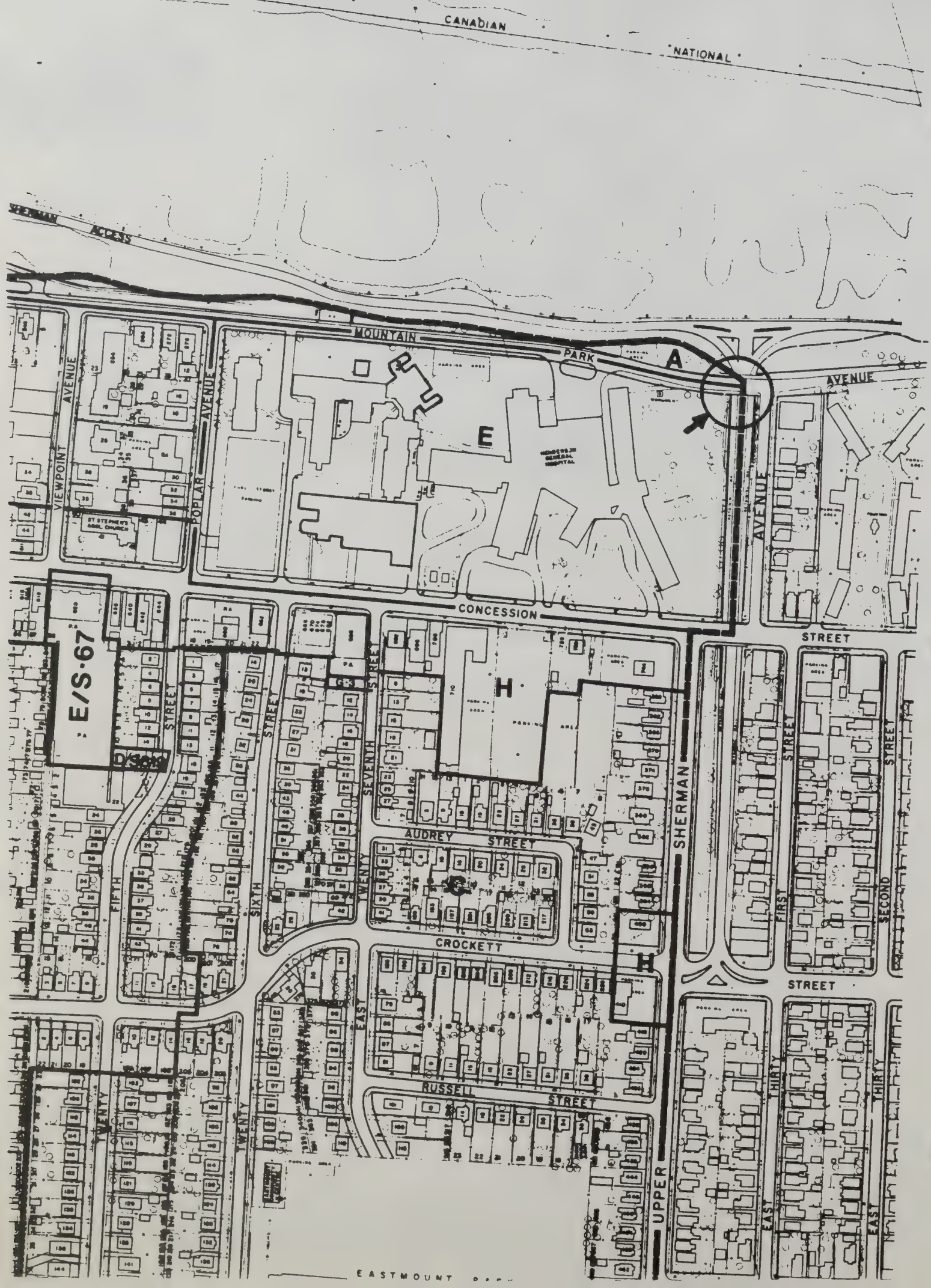
pw E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:
The Mountain Park Avenue Bridge crosses over the Sherman Cut by the Henderson Hospital. The existing weight restriction by-law entry for this bridge provides for a maximum of 2 tonnes. This bridge was reconstructed in 1990 and no longer requires a maximum weight restriction. Therefore, it would be appropriate to rescind the by-law entry for this bridge.

On a recent site visit it was found that there are no existing maximum weight restriction signs on Mountain Park Avenue for this bridge.

:mt


CANADIAN
NATIONAL
MOUNTAIN
PARK
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VIEWPOINT AVENUE
POPLAR AVENUE
AVENUE
CONCESSION
STREET
E/S-67
DIVISION
FIFTH STREET
SIXTH STREET
SEVENTH STREET
AUDREY STREET
CROCKETT STREET
RUSSELL STREET
SHERMAN
UPPER
FIRST STREET
SECOND STREET
EAST THIRTY STREET
EASTMOUNT

SCHEDULE 7 (Section 9)

WEIGHT RESTRICTIONS ON CERTAIN BRIDGES

Bridge	Maximum Weight	
Ray Street, bridge over railway	7 tonnes	81-335
Valley Inn Road, bridge over Grindstone Creek	5 tonnes	97-

BILL NO. A -

BY-LAW NO. 97 -

TO AMEND BY-LAW NO. 89-72 TO REGULATE TRAFFIC

THE COUNCIL OF THE CORPORATION OF THE CITY OF HAMILTON ENACTS AS FOLLOWS:

TRAFFIC

Schedule 7 (Weight Restrictions on Certain Bridges) of By-law 89-72 To Regulate Traffic passed on the 24th day of June 1997 is hereby amended by deleting therefrom the following item, namely:-

"Mountain Park bridge over Sherman Cut 2 tonnes".

PASSED this day of A.D. 1997.

CITY CLERK MAYOR

CITY OF HAMILTON

- RECOMMENDATION -

26(x)(iv)(b)

DATE: 1997 May 30
T103-37 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Banner Application - Cystic Fibrosis Foundation
(R-97-37)

RECOMMENDATION:

That the action of the Senior Director, Roads Division, be confirmed in authorizing the erection of a banner over Main Street West from 1997 May 26 to 1997 June 2, with the following message:

"Cystic Fibrosis...the Fight of Their Lives".

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application was received from the Canadian Cystic Fibrosis Foundation, Hamilton Chapter, to erect a banner over Main Street West from 1997 May 26 to 1997 June 2. The banner message was "Cystic Fibrosis...the Fight of Their Lives".

The policy guidelines and conditions as approved by Council on 1985 October 29 and 1987 January 13 applied to this application.

It is the policy of the Committee to review the application of first time users of the banner poles prior to the approval of their request. As this application was not received in time for review by the Committee, the Senior Director, Roads Division, approved the request.

MJP:

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 11
T103-03 (333) J.K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Walkway Closure: Harbottle Court (R-97-39)

RECOMMENDATION:

A. i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of The Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the unopened public walkway between #61 and #62, known as Harbottle Court;

ii) That the Senior Director, Roads be directed to sign an affidavit setting out that no public funds have been expended on the portion of walkway to be closed;

iii) That the documentation regarding the application to the District Court Judge be prepared by the City of Hamilton Law Department;

iv) That the City prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

v) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act;

Cont'd ...

vi) That the Manager of Real Estate Division City Clerk's be authorized to proceed with the disposition of the subject lands to the abutting owners;

vii) That Starward Homes Ltd. be relieved of any obligation to construct the walkway.

B. Provided the Judge's Order to close the unopened road allowance is granted:

i) That the Commissioner of Transportation be directed to prepare a by-law for the sale of the closed unopened walkway to the abutting owner;

ii) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

for D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The proposed walkway was designated as Block 108 in the Orchard Park Estates Draft Plan of subdivision approved on 1989 July 25 by the City and 1989 August 15 on behalf of the Region.

The area residents initiated a request that the proposed walkway not be constructed, citing safety concerns, noise and litter as reasons. On 1993 September 23 the Planning and Development Department held a public meeting with the area residents to review the resident's request. The general consensus of the meeting was to delete the proposed walkway.

Cont'd ...

1997 June 11

Cont'd...

Proposed Closure: Harbottle Court Walkway

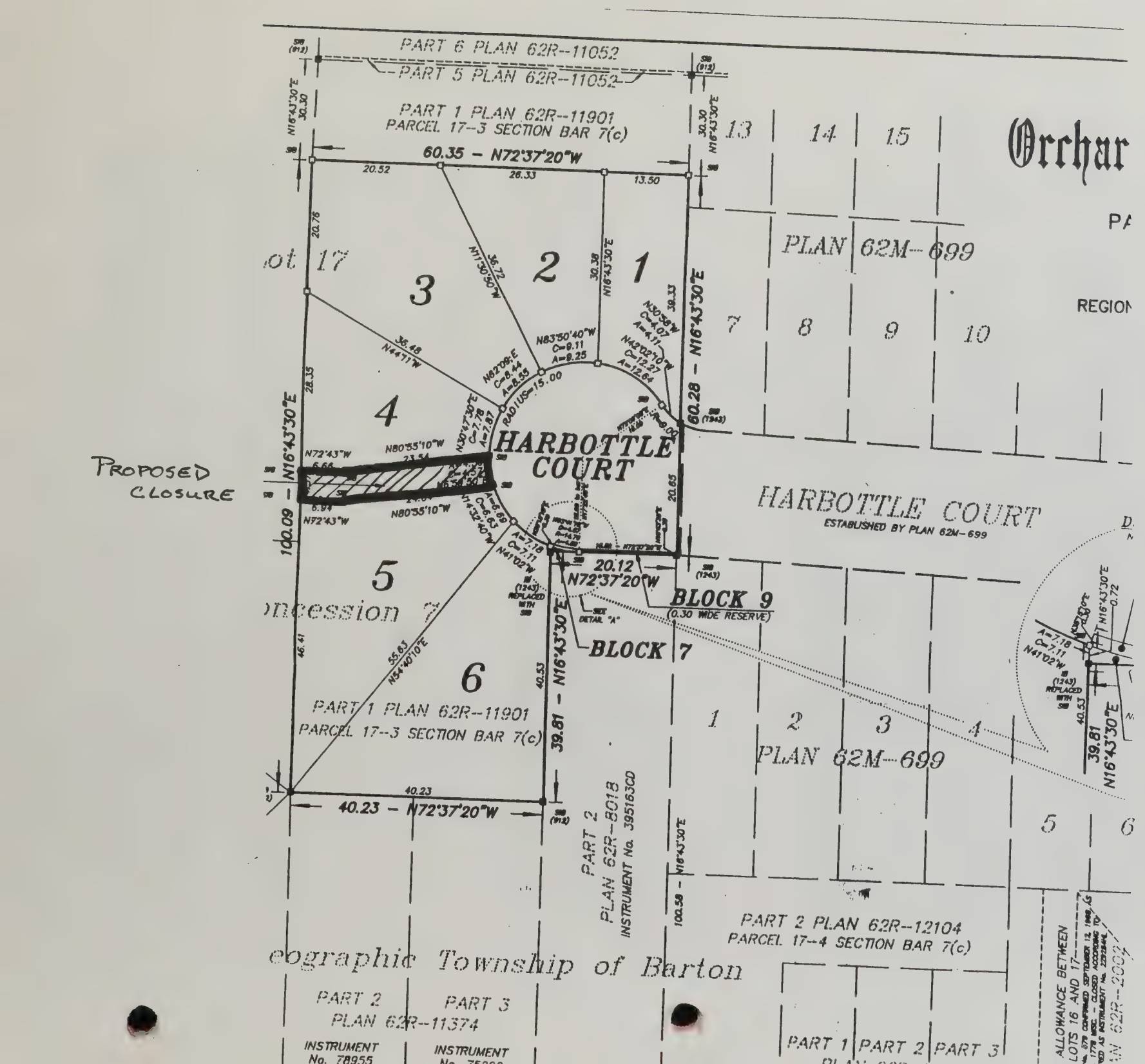
On 1993 December 14 City Council approved Item 3 of the Planning and Development Committee Report 19-93 recommending that the Gourley Neighbourhood Plan be amended by deleting the designation of the walkway between 61 and 62 Harbottle Court be referred to the Transport and Environment Committee for implementation.

The subject walkway was dedicated to the City as a public highway on 1992 March 12. The walkway however, was not constructed, therefore, no public funds were used for construction or maintenance of the walkway. Since the proposed walkway was not accepted by the public at large, closure may be granted through a Judge's Order.

Based on the research material and public information supplied, by the Planning and Development Department, this Department is not opposed to this application. We recommend that the walkway be closed and disposed of in accordance with Council policy.

/JKC:

cc: Alderman D. Ross
cc: Alderman F. D'Amico
cc: V. J. Abraham, Director of Local Planning
cc: M. Watson, Manager of Real Estate Division, City Clerk's
cc: E. Chajka, Manager of Development, Environment Department
cc: D. Powers, Law Department


PART 6 PLAN 62R--11052
PART 5 PLAN 62R--11052
PART 1 PLAN 62R--11901
PARCEL 17--3 SECTION BAR 7(c)
60.35 - N72°37'20"W
20.52
26.33
13.50
30.30 - N16°43'30"E
PLAN 62M--699
HARBOTTLE COURT
ESTABLISHED BY PLAN 62M--699
HARBOTTLE COURT
BLOCK 9
(0.30 WIDE RESERVE)
BLOCK 7
20.12
N72°37'20"W
60.28 - N16°43'30"E
100.09 - N16°43'30"E
39.81 - N16°43'30"E
40.23 - N72°37'20"W
PART 1 PLAN 62R--11901
PARCEL 17--3 SECTION BAR 7(c)
PART 2 PLAN 62R--12104
PARCEL 17--4 SECTION BAR 7(c)
PART 2 PLAN 62R--8018
INSTRUMENT No. 395163CD
PART 2 PLAN 62R--11374
PART 3
INSTRUMENT No. 78955
INSTRUMENT
PART 1 PART 2 PART 3
ALLOWANCE BETWEEN LOTS 16 AND 17
PROPOSED CLOSURE
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REGION
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5 6
7 8 9 10
13 14 15

26XivXd

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 10
S609-01, S702-46, S711-16, S719-71, S719-77 G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: To incorporate certain City land into various streets by By-Laws (R-97-38)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Pritchard Road	Parts 1 & 6	Plan 62R-14013
Lorenzo Drive	Part 1	Plan 62R-13866
Rouge Hill Court	Block B	Plan M-47
Bolzano Court	Block 14	Plan 62M-801
Chesley Street	Part 1	Plan 62R-13265
Limeridge Road	Part 13	Plan 62R-11742

b) That the By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

D. Lobo
Commissioner
Public Works and Traffic

E.M. Gill, P. Eng.
Senior Director
Roads Division

(cont'd pg 2)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below. These by-laws have been prepared in a form that is satisfactory to the City Solicitor.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Pritchard Road	Parts 1 & 6 on Plan 62R-14013	N/A	To complete final street widths	S609-01
Lorenzo Drive	Part 1 on Plan 62R-13866	N/A	To facilitate San Lorenzo Heights Phase 2 Development	S719-77
Rouge Hill Court	Block B on Plan M-47	N/A	To facilitate Kemp Estates Development	S711-16
Bolzano Court	Block 14, Plan 62M-801	N/A	To facilitate Bar Brock Estates Phase 4 Development	S702-46
Chesley Street	Part 1 on Plan 62R-13265	N/A	To facilitate Sheldon Estates Development	S719-71
Limeridge Road	Part 13 on Plan 62R-11742	N/A	To complete the final street width	S609-01

sk:GM/KML
cc/H. Groen, Transportation Department
cc/F. Angelici, Planning Department
cc/M. Watson, Property Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS PARTS 1 & 6 ON PLAN 62R-14013
INTO PRITCHARD ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Pritchard Road within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Pritchard Road.

   Part of Lot 34, Concession 7 in the geographic Township of Saltfleet designated as Parts 1 & 6 on Plan 62R-14013.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 1 ON PLAN 62R-13866
INTO LORENZO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Lorenzo Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Lorenzo Drive.

   Part of Lot 13, Concession 7 in the geographic Township of Barton designated as Part 1 on Plan 62R-13866.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK B ON PLAN M-47
INTO ROUGE HILL COURT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Rouge Hill within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Rouge Hill Court.

   All of Block B on Plan M-47.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 14 ON PLAN 62M-801
INTO BOLZANO COURT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Bolzano Court within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Bolzano Court.

   All of Block 14 on Plan 62M-801.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 1 ON PLAN 62R-13265
INTO CHESLEY STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Chesley Street within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Chesley Street.

   Part of Lot 16, Concession 8 in the geographic Township of Barton designated as Part 1 on Plan 62R-13265.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS PARTS 13 ON PLAN 62R-11742
INTO LIMERIDGE ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Limeridge Road within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Limeridge Road.

   Part of Lot 10, Concession 7 in the geographic Township of Saltfleet designated as Parts 13 on Plan 62R-11742.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 29
T103-23 (5) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Communita Racalmutese Maria SS Del Monte Festival
Friday June 20 -June 22, 1997
(R-97-41)

RECOMMENDATION:

That the application of the Communita Racalmutese Maria SS Del Monte Festival Committee (P. O. Box 83005 Jamesville Hamilton L8L 8E8) to temporarily close the following City streets:

a) Saturday June 21

Murray Street East between James Street and Hughson Street,
Murray Street West between James Street and McNab Street
James Street between Barton Street and Strachan Street
from 5:00 pm to 12:00 am (midnight)

Sunday June 22

b) McNab Street between Barton Street and Murray Street,
Murray Street between Mcnab Street and James Street,
Main Street between James Street and Bay Street
James Street between Barton Street and Strachan Street,
from 10:00 am to 1:00 pm.

Murray Street between Bay Street and James Street
James Street between Barton Street and Strachan Street
from 2:00 pm to 6:00 pm

cont'd...

1997 May 29

Racamultese Festival

cont'd...

McNab Street between Barton Street and Murray Street,
Murray Street between Mcnab Street and James Street,
Main Street between James Street and Bay Street
James Street between Barton Street and Strachan Street,
from 10:00 am to 1:00 pm.

in order to hold their annual festival/parade, be approved, subject to the following conditions.

i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

ii) That the applicant provide proof of $5,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant;

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

Cont'd...

Cont'd...

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation;

ix) That the applicant be granted extension to the City of Hamilton Noise By-Law 79-292 and contract a City of Hamilton Noise By-Law Officer to be in attendance throughout the event, at the expense of the applicant;

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application has been received from the Communita Racalmutese Maria SS Del Monte Festival Committee to hold their annual festival/parade beginning on Friday June 20 to Sunday June 22, 1997. This has been an annual event in the City of Hamilton attracting up to 10,000 participants and spectators.

Cont'd...

1997 May 29

Racalmutese Parade/Festival

Cont'd...

On Friday June 20, 1997, the event will begin with a "Procession with Candles". the applicant is projecting 400 participants and is requesting one lane of traffic with Regional Police Services providing an escort. The event will commence on Murray Street West to James Street, continue south to Colburn Street to McNab Street, north to Barton Street and finish at All Souls Church. It is anticipated that this procession will begin at 8:30 pm and be completed by 10:30 pm.

On Saturday June 21, 1997 at 10:00 am approximately 100 participants will walk on the sidewalk of James Street from Murray Street to Wilson Street (both sides) collecting donations from the various residents and businesses. This event should end by 1:30 pm.

At 5:00 pm Saturday June 21, 1997, the festival will begin. The applicant will require the temporary closure of Murray Street between Hughson Street and McNab Street and James Street north of Barton Street to the CN Bridge. The festival is expected to draw up to 12,000 people and it should conclude by 11:00 pm.

On Sunday June 22, 1997, at 9:00 am a walking procession will take place. The applicant is anticipating 300 people to be in attendance and will require one lane of traffic with a police escort. The procession will commence on Murray Street easterly to James, south to Cannon Street, north on Bay Street to Murray Street and finish at the CN Station grounds by 10:00 am.

The procession will be followed at 10:00 am by a parade/festival with approximately 300 participants which will require full temporary closures. This event will begin on James Street at Murray Street and proceed south to Barton Street, west on Barton Street to McNab, north to Murray Street and finishing once again at the CN Station grounds.

At 2:00 pm Sunday afternoon the main parade will begin with an anticipated number of 8,000 participants. Full closures will be required and the parade will start from All Souls Church on Barton Street to James Street southerly to Main Street, west to Bay Street, north to Murray Street and dispersing at the CN Station grounds.

The festival will end with a fire works display at Harbour Front Park beginning at 11:00 pm ending at midnight.

Cont'd...

1997 May 29

Racalmutese Parade/Festival

Cont'd...

The City of Hamilton Department of Public Works and Traffic will post two (2) "Temporary Road Closure" signs to inform the public of the traffic disruption at a cost of $300. The Hamilton Street Railway will be placing an ad in the Hamilton Spectator notifying users of the system. The cost for the ad will be approximately $700. Regional Police Services will have costs that pertain to the entire festival which includes the use of various city streets over the three (3) day festival totalling $3,368.

All of the municipal costs for this festival weekend will be drawn from the Regional corporate account set-up to cover costs for special events.

Since Regional Police Services has reviewed the routes required for the events and have indicated that the appropriate pedestrian and vehicular traffic control and detour routes can be provided for the festival this Department is in favour of the event.

JKC:
cc: R. Morrow, Mayor City of Hamilton
cc: J. Pavelka, C.A.O., City of Hamilton
cc: R. Fair, Director, Culture and Recreation Department, City of Hamilton
cc: P.C. D. Schwalm, Regional Police Services
cc: G. Kirchnopf, Department of Public Works and Traffic, City of Hamilton

CITY OF HAMILTON

- RECOMMENDATION -

2(b)(iv)(f)

DATE: 1997 June 6
T103-03 (221) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Rescind Alley Closure: North/South Alley between Province Street and Graham Avenue (R-97-45)

RECOMMENDATION:

That Item 5, of the Seventeenth Report of the Transport and Environment Committee, adopted by City Council on 1987 November 24, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry Act R.S.O. 1990, on behalf of W. Fluke, for an order Closing the north\south alley between Province Street and Graham Avenue from the east/west alley to 18.28m south of Monterey Avenue, be rescinded.

D. Lobo
Commissioner
Public Works and Traffic

pp: E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

1997 June 6

Rescind of Alley Closure

cont'd...

BACKGROUND:

W. Fluke initiated closure of the north\south alley between Province Street and Graham Avenue from the east/west alley to 18.28m south of Monterey Avenue on 1987 June 5. On 1987 November 24 Council directed the Law Department to make application to a County Court Judge for an order to stop-up and close the subject alley.

The applicant informed the Law Department on 1997 February 4 that less than 50% of the original number of consenting residents are interested in pursuing the closure.

On 1997 February 27 the Law Department requested this Department submit a report to your Committee recommending that the alley closure resolution be rescinded. Since the applicant does not intend to pursue this closure this Department is in agreement that the previous Council resolution be rescinded.

JKC:

cc: Alderman, G. Copps
cc: Alderman, D. Wilson
cc: A. Zuidema, Law Department
cc: M. Watson, Manage, Real Estate Division, City Clerk's Department

26 X iv X 97

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 4
T103 51 J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreements (R-97-47)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

Encroachment Agreements

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC:

cc: A. Ross, City Treasurer

APPENDIX 'A' Council Date: 1997 June 24

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual Fee	File Number
Cannon Street E.	1201-1215 Cannon St. E.	Home Saving & Loan Corp.	Portion of the building measuring 0.49m x 15.24m	$184/20	T103 50 1307
Stinson Cres.	257 Stinson Crescent	N.Kowalski & N. Morrison	Steps measuring 1.5m x 0.25m	$184/20	T103 50 1299
Berrisfield Dr.	35 Berrisfield Drive	R. & K. Priest	Landscaping measuring 2.59m x 7.62m Interlocking Brick measuring 0.34m x 2,31m	$158/20	T103 50 1195
Simcoe St. E.	125 Simcoe Street East	J. & V. Dimitropoulous	Front porch measuring	$158\20	T103 50 1284
Arthur St. N.	29 Arthur Street North	Pratas/Rui DaCosta	Steps measuring 1.9m x 0.36m	$158\20	T103 50 1161
Florence Ave.	27 Florence Avenue	A. Smith	Porch measuring 0.387m x 2.89m	$158\20	T103 50 1262
Grenfell St.	224 Grenfell Street	F.& L. Theobald	Steps measuring 1.0m x 1.0m	$158\20	T103 50 1265
Burton St.	148 Burton Street	H. & E. Tessier	Steps measuring 0.38m x 1.31m	$158\20	T103 50 1101
Weir St. N.	48 Weir Street North	Amosow	Steps measuring 0.24m x 1.10m	$158\20	T103 50 1266
Market St.	191 Market Street	S. Kohut	Steps measuring 0.91m x 1.36m	$158\20	T103 50 1270
Hunt St.	28 Hunt Street	Estate of H. Poulter	Portion of Building measuring 0.6m x 10.0m Porch measuring 0.85m x 5.0m Steps measuring 0.85m x 1.0m	$158\20	T103 50 1264
Montrose Ave.	233 Montrose Avenue	R. Avery & E. Dean	Porch measuring 1.28m x 2.28m Steps measuring 1.0m x 1.24m	$158\20	T103 50 1263

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 5
T103-23 (5) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Hess Village Jazz Festival
Wednesday 1997 July 9, Monday July 21, 1997 (R-97-44)

RECOMMENDATION:

That the application of the Hess Village Merchants Association to temporarily close Hess Street between King Street and Main Street from Wednesday, 1997 July 9 at 10:30 am to Monday 1997 July 21 at 12:00 noon, to hold the annual Hess Village "Jazz Festival", be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

ii) That the applicant provide proof of $5,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

iv) That all barricading be supplied by and at the expense of the applicant;

Cont'd...

Hess Village Jazz Festival

1997 June 5

Cont'd...

v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant;

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation;

ix) That the applicant be granted extension to the City of Hamilton Noise By-Law 79-292 and contract a City of Hamilton Noise By-Law Officer to be in attendance throughout the event, at the expense of the applicant;

x) That the LLBO be advised that the Corporation of the City of Hamilton is aware of the application for a Temporary Extension of Liquor Licence submitted by the Lazy Flamingo, 19 Hess Street South, in conjunction with the Hess Village Merchant Association's "Summerfest 97" Festival to take place 1997 June 12, 13 and 14;and that the City has no objection to the issuance of the Temporary Extension of Liquor Licence for this event.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

Hess Village Jazz Festival

1997 June 5

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the Hess Village Merchants Association to temporarily close Hess Street South between Main Street and King Street from Wednesday, 1997 July 9 at 10:30 am to Monday 1997 July 21 at 12:00 noon, to hold the annual Hess Village "Jazz Festival". This is the 9th annual Jazz Festival which will take place over the ten (10) day period with a number of performers entertaining audiences totalling up to one hundred thousand (100,000) for the event.

The applicant is also requesting permission to serve alcohol on the road allowance. The City, through the Clerks Department, is aware of this request for a "Temporary Extension of Liquor Licence and has no objection to the issuance of the extension permit.

The applicant is also requesting an extension of the City of Hamilton Noise By-Law to allow music to be played until midnight on each of the three days of festival. A Noise By-Law Officer will be in attendance throughout the event and the applicant will be responsible for this cost.

Regional Police Services will provide appropriate security for this event and the Department of Public Works and Traffic will post 2 "Temporary Road Closure" signs. The applicant will be responsible for these costs.

Since there have been no objections from any municipal departments and as this is an annual, well attended event, this Department can support the application.

JKC:
cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services
cc: G. Kirchnopf, Department of Public Works and Traffic
cc: F. Westaway, Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 5
T103-23 (5) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Greater Hamilton Aquafest (R-97-43)

RECOMMENDATION:

That the application of A. Bradford, agent for the Regional Municipality of Hamilton-Wentworth, economic and Development Department (1 James Street South) to temporarily close the following City streets on Saturday 1997 July 12 from 5:00 pm to Sunday 1997 July 13 to 10:00 pm;

Bay Street North between Burlington and Guise
MacNab Street North between Burlington and Guise
James Street North between Burlington and Guise
Hughson Street North between Burlington and Guise
John Street North between Burlington and Guise
Catharine Street North between Burlington and Guise
Mary Street between Burlington and Guise
Ferguson Avenue North between Burlington and Guise
Guise Street between Bay and Ferguson
Wood Street between Bay and Burlington
Brock Street between Mary and Hughson

for the annual Greater Hamilton Aquafest, be approved, provided:

i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

Cont'd...

Greater Hamilton Aquafest

1997 June 5

Cont'd...

ii) That the applicant provide proof of $2,000,000. public liability insurance naming the City of Hamilton and the Region as an added insured party, with a provision for cross liability and holding the City of Hamilton and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant;

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation;

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

Greater Hamilton Aquafest

1997 June 5

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Regional Municipality of Hamilton-Wentworth, Economic and Development Department is requesting temporary closure of the following City Streets for Aquafest on Saturday 1997 July 12 and Sunday 1997 June 13 from 5:00 pm to 10:00 pm.

Bay Street North between Burlington and Guise
MacNab Street North between Burlington and Guise
James Street North between Burlington and Guise
Hughson Street North between Burlington and Guise
John Street North between Burlington and Guise
Catharine Street North between Burlington and Guise
Mary Street between Burlington and Guise
Ferguson Avenue North between Burlington and Guise
Guise Street between Bay and Ferguson
Wood Street between Bay and Burlington
Brock Street between Mary and Hughson

Aquafest has become an annual event in the City of Hamilton attracting large crowds and show casing Hamilton's water front area. The festival is a ten (10) day event beginning on Friday 1997 July 11 and concluding Sunday 1997 July 20.

Regional Police Services will provide nine (9) officers for traffic control at a cost of $3500, and the Department of Public Works and Traffic will post "Temporary road closure" signs at a cost of $1500. This amount is at the expense of the applicant

Since the appropriate municipal departments were notified of the event and no objections were received and as Regional Police Services will provide proper detour routes, this Department is in favour of the event.

JKC:
cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services
cc: G. Kirchnopf, Department of Public Works and Traffic

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 28
S726-211, M.P. Sabelli, C.E.T.

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Transfer of 0.30 Metre Reserves to James and Dorothy Zaborsky in Conjunction with Land Division Committee Applications H-18-96 and H-19-96
(R-97-29)

RECOMMENDATION:

a) That the City of Hamilton transfer 0.30 metre reserves, shown as Part 1 and Part 2 on Reference Plan 62R-10900 to the adjacent landowners of 190 Annabelle Street (James and Dorothy Zaborsky) as all conditions with regard to the 0.30 metre reserves under Land Division Committee Applications H-18-96 and H-19-96 have been satisfied under the lands for the reserve are in excess of the maximum road allowance width.

b) That the Manager of the Real Estate Division of the City Clerk's Department be authorized and directed to prepare and register the necessary transfer documents for these reserves.

c) That the Mayor and City Clerk be authorized and directed to execute any required documents for the transfer of the reserves, subject to the approval of the City Solicitor.

D. Lobo
Commissioner
Public Works and Traffic

J.D. Thoms
Commissioner
Regional Environment Department

Cont'd...

1997 May 28

Transfer of 0.30 Metre Reserves to James and Dorothy Zaborsky in Conjunction with Land Division Committee Applications H-18-96 and H-19-96
(R-97-29)

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Land Division Committee at its meeting of May 14, 1996 approved Land Division Committee Applications H-18-96 and H-19-96 subject to the condition that the owners James and Dorothy Zaborsky satisfy all requirements with respect to the existing 0.30 metre reserve adjacent to their land at 190 Annabelle Street.

The reserves, shown as Part 1 and Part 2 on Reference Plan 62R-10900 were established to ensure payment of all the outstanding Regional Servicing Costs on Annabelle Street at the time of development of the adjacent lands. Subsequently, the costs have been recovered and since the reserves are located outside the Annabelle Street road allowance, these lands are no longer required by the City. In addition, transfer of these reserves to the owners of the severed lands no longer deems these lands as "landlocked".

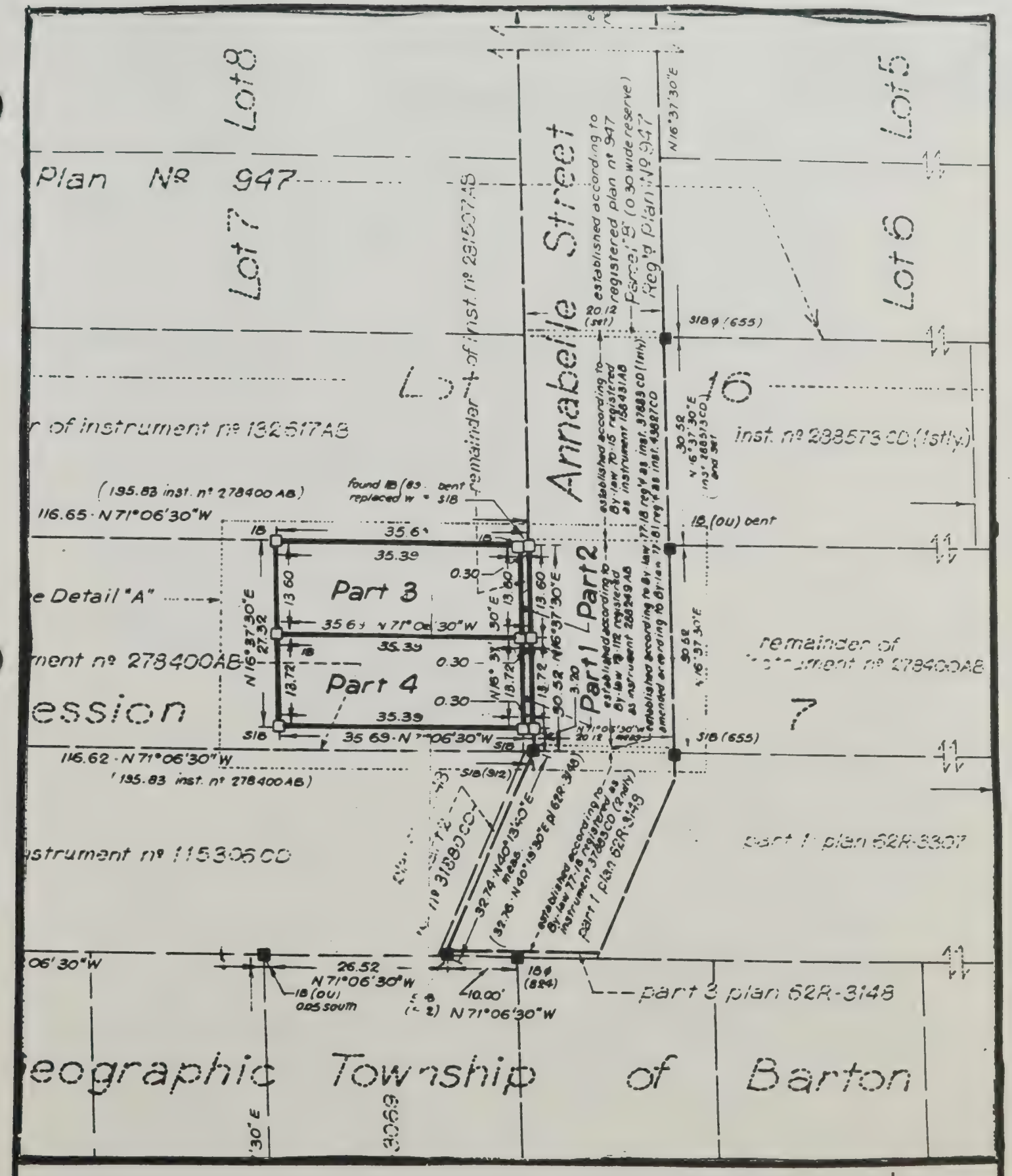
These lands are located at the southern limit of Annabelle Street, west of West Fifth Street in the Gourley Planning Neighbourhood.

MPS
(Attach.)

cc: City Legal Department, Att: J. Lessing

cc: Regional Environment Department, Att: J.D. Thoms, Att: G. Paparella

cc: City Clerk's Department, Att: M. Watson, Att: J. Schatz


Plan Nº 947
Lot 8
Lot 7
Lot 6
Lot 5
Annabelle Street
established according to registered plan nº 947
Part 3
Part 4
Part 1
Part 2
remainder of instrument nº 278400AB
Detail "A"
Geographic Township of Barton
KEY PLAN
NTS
NORTH

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 1
S718-73 P. Strong
S719-78

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **1997 Servicing Expenditures Related to Subdivisions (R-97-46)**

RECOMMENDATION:

a i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in "**Rymal Square Estates - Phase 7, Hamilton**, City's share -NIL-, Owner's share $178,199.25 and the submitted schedules of works be adopted for inclusion in the Modified Subdivision Agreement with the Owner for the estimated costs of services in "**The Meadows at Sandrina Gardens - (Phase 1, South), Hamilton**, City's share -NIL-, Owner's share $16,000.00, be approved.

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Rymal Square Estates - Phase 7, and The Meadows at Sandrina Gardens (Phase 1, South), Hamilton as well as and any other related documents to these developments subject to the approval of the City Solicitor.

cont'd....

cont'd....

iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement and or Modified Subdivision Agreement have been registered.

iv) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement and or Modified Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

D. Lobo
Commissioner
of Public Works and Traffic

for J.D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial requirements for these developments.

BACKGROUND:

"RYMAL SQUARE ESTATES - PHASE 7", HAMILTON

On January 30, 1990, City Council approved a recommendation to enter into a subdivision agreement between the City and the Owner of Rymal Square Estates, (Rymal Square Developments Inc.).

The development of Phase 7 will result in the creation of 27 single family residential lots.

cont'd....

The estimate for the cost sharing between the City and the owner is in accordance with current City policy. (see Schedule "A")

The lands of Phase 7 are located in the Butler Neighbourhood south of Stone Church Road East, between Upper Sherman Avenue and Upper Wentworth Street. (see attached plan)

"THE MEADOWS AT SANDRINA GARDENS, (PHASE 1, SOUTH)", HAMILTON

Under Site Plan Application DA-97-06 one of the conditions of approval requires the owner of The Meadows at Sandrina Gardens, (Phase 1, South), (Di Cenzo Construction Company Limited), to enter into a Modified Subdivision Agreement with the City of Hamilton.

The development of this project will result in the creation of 42 residential units along the south side of Cadham Boulevard and at the west end of Beaverbrook Avenue.

The estimate for the cost sharing between the City and the owner is in accordance with current City policy. (see Schedule "A")

The lands of this development are located in the Broughton East Neighbourhood south of Rymal Road East, between Upper Gage Avenue and Upper Ottawa Street. (see attached plan)

Note: The engineering schedules for the above-noted subdivision have been prepared by the Developers' Consulting Engineer and have been approved by the Manager of Development, of the Regional Environment Department.

/ps

cc: Finance and Administration Committee
Att: Alderman B. Charters, Chairman
Att: Susan K. Reeder, Secretary

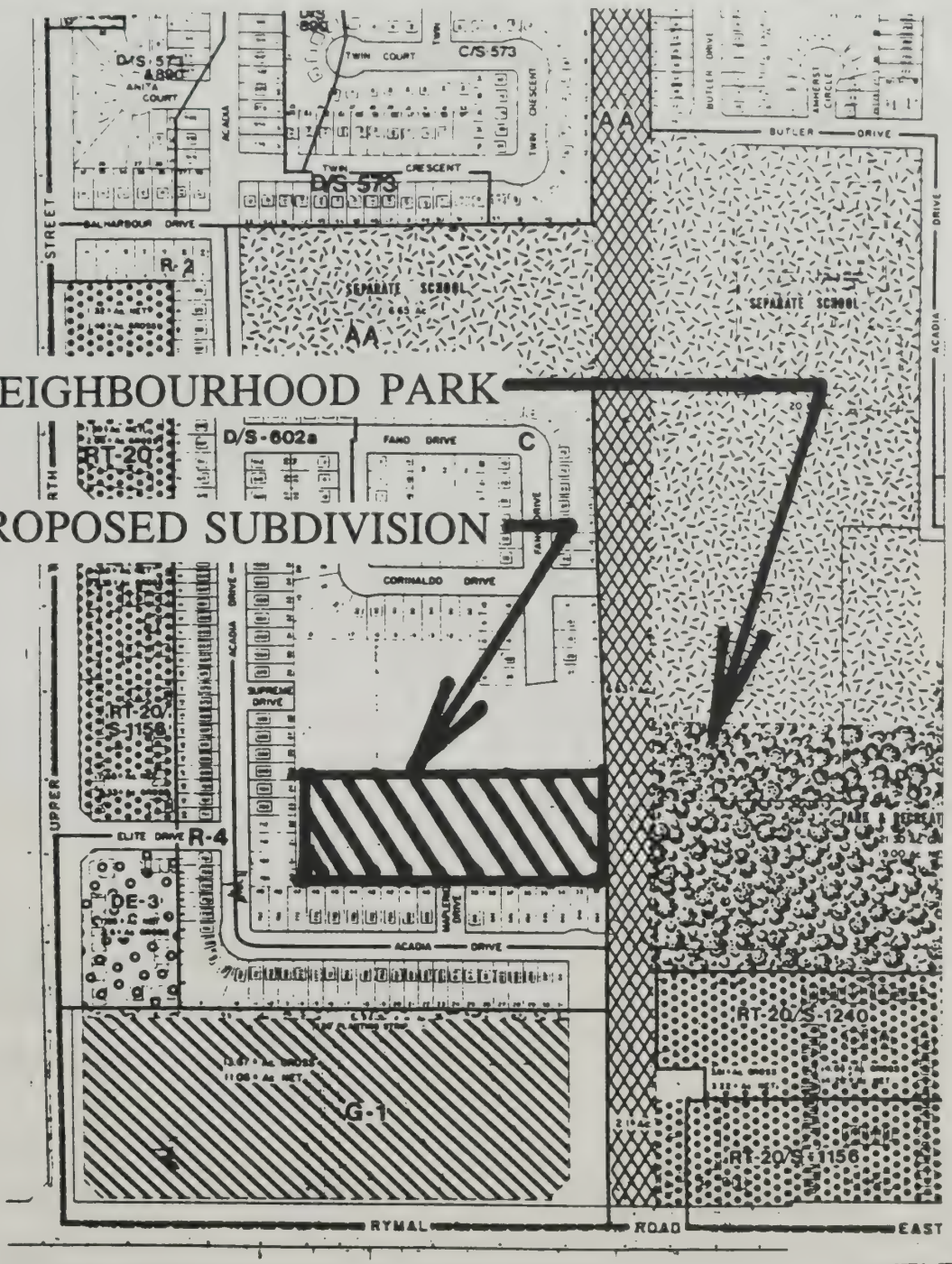
cc: Regional Environment Department
Mr. Jim Thoms, Commissioner

cc: City Treasury Department
A.C. Ross, City Treasury Department
Att: N. Adhya, Manager of Budgets

1997 SUBDIVSION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
RYMAL SQUARE EST PHASE 7 RYMAL SQUARE DEVELOPMENTS INC. URBEX ENG. LIMITED FILE NO. S718-83 P. STRONG	27 LOTS HAMILTON	COMM OF PLANNING 90-05-09 & AMENDED 91-11-13 & 92-01-28	Catch Basins & Connections	$0.00	$0.00			
			Curbs & Sidewalks	$0.00	$0.00			
			Finished Roads	$0.00	$0.00			
			Sewers & Watermains	$0.00	$0.00			
			Seeding/Sodding	$0.00	$0.00			
			Street Lighting	$0.00	$0.00			
			Dead End Barricades	$0.00	$0.00			
			Fencing	$0.00	$0.00			
			TOTAL			$0.00	$178,199.25	$178,199.25
THE MEADOWS AT SANDRINA GARDENS -(PHASE 1, SOUTH) DICENZO CONST. COMP. LTD. PLANNING & ENGINEERING INITIATIVES FILE NO. S719-78 P. STRONG	1 BLOCK HAMILTON	SITE PLAN APPLICATION DA-97-06	Catch Basins & Connections	$0.00	$0.00			
			Curbs & Sidewalks	$0.00	$0.00			
			Finished Roads	$0.00	$0.00			
			Sewers & Watermains	$0.00	$0.00			
			Seeding/Sodding	$0.00	$0.00			
			Street Lighting	$0.00	$0.00			
			Dead End Barricades	$0.00	$0.00			
			Fencing	$0.00	$0.00			
			TOTAL	$0.00	$0.00	$0.00	$16,000.00	$16,000.00
TOTALS:				$0.00	$0.00	$0.00	$194,199.25	$194,199.25

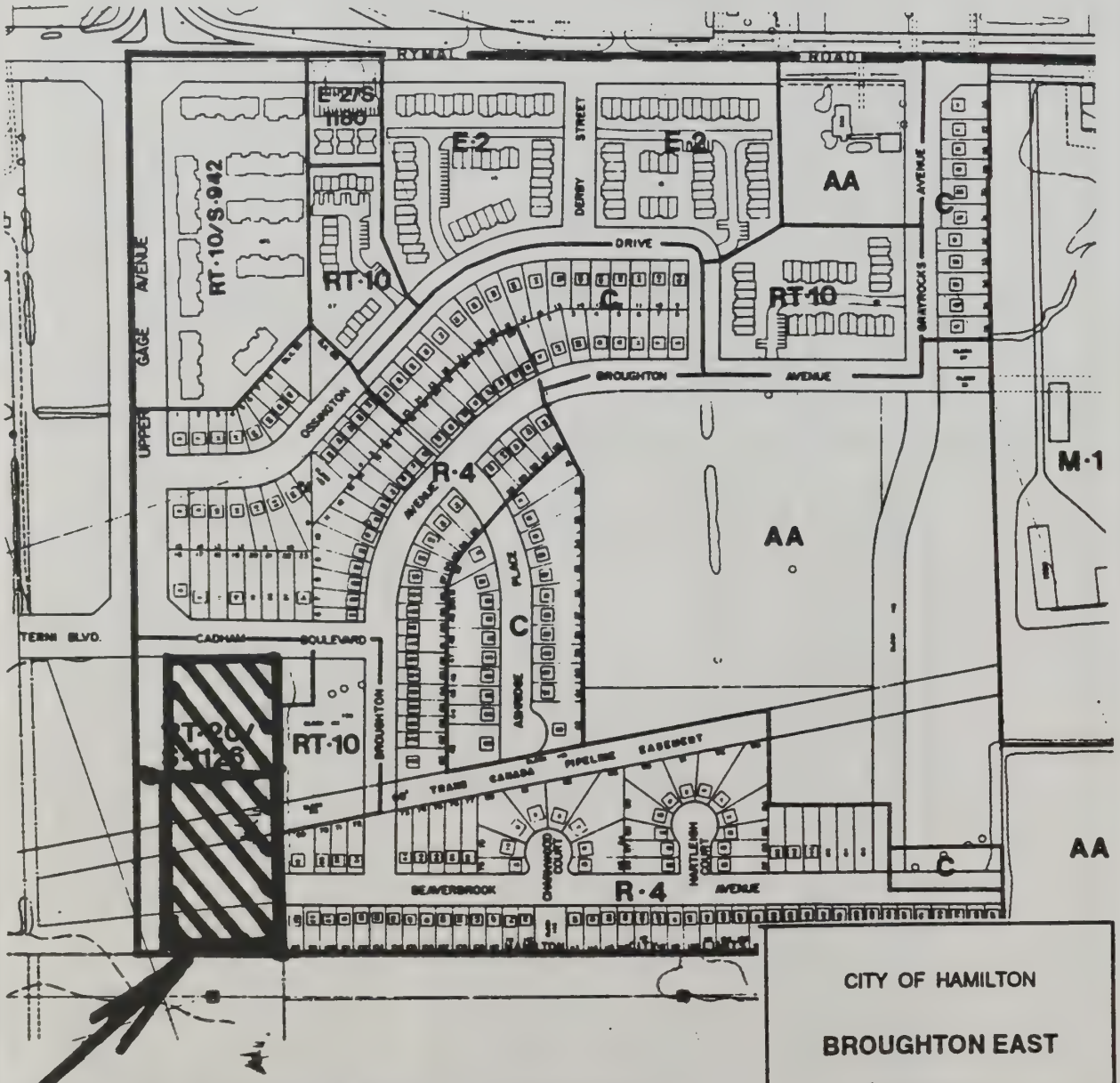
* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



LOCATION PLAN

"RYMAL SQUARE - PHASE 7", HAMILTON

SUBLIST/DISC



PROPOSED DEVELOPMENT

CITY OF HAMILTON

BROUGHTON EAST

ZONING

0 100m

Scale 50m

NORTH

PLANNING UNIT NO		PAGE NO
7401		14

LOCATION PLAN

"THE MEADOWS AT SANDRINA GARDENS - (PHASE 1, SOUTH)", HAMILTON

SUBLIST/DISC

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 5

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. J. Schatz
City Clerk

SUBJECT: Offer to Purchase (Highway Closure) to DiCenzo Construction Company Limited and Sunshine Construction Inc., former Upper Horning Drive from the east side of Omni Boulevard to Stone Church Road West

RECOMMENDATION:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049:

"the lands comprised of part of Upper Horning Road to be closed being Part 5, Plan 62R-9295, on Schedule "A" attached to the Agreement, being vacant land and comprising a total area of 0.051 hectares (0.12602 acres), more or less"

(b) (i) That an Offer to Purchase (Highway Closure), duly executed by DiCenzo Construction Company Limited and Sunshine Construction Inc., on 1997 June 2 and scheduled to close within thirty (30) days after the completion of the conditions as set out in the Agreement, for the lands comprised of part of Upper Horning Road to be closed being Part 5, Plan 62R-9295, on Schedule "A" attached to the Agreement, being vacant land and comprising a total area of 0.051 hectares (0.12602 acres) more or less, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $12,600 be credited to Account Number CH 4X501 00102 (Reserve for Property Purchases(Sales)); and,

(ii) That the required deposit cheque in the amount of $1,260 be held by the City Treasurer pending Council approval; and,

(iii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor; and,

(iv) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(1) satisfactory Notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(2) no appraisal of the fair market value of the real property intended to be sold was obtained as Highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(3) the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act;

(v) That the said property transactions are subject to the standard highway conditions in the Offer and to the additional conditions set out in Schedule "B" attached to the Agreement as follows:

(1) DiCenzo Construction Company Limited and Sunshine Construction Inc. acquiring title to Block 49, Plan 62M-611 and to Part 2, Plan 62R-9295, also known as 855 Upper Horning Road from Anwar Zurar;

(2) DiCenzo Construction Company Limited and Sunshine Construction Inc.:

(aa) agree upon the closing of the transaction to re-imburse the Regional Municipality of Hamilton-Wentworth recovery costs for sewer, water and roads;

(i) the maximum amount of $16,044.71 (subject to confirmation by the purchaser) for the westerly portion of Part 5, Plan 62R-9295, now abutting Omni Boulevard;

(ii) the maximum amount of $38,463.17 (subject to confirmation by the purchaser) for the southerly portion of Part 5, Plan 62R-9295, now abutting Stone Church Road West;

(bb) agree that this Agreement may not be assigned to a third party.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Closure and sale will result in a revenue to the City of $12,600. In accordance with the Municipal Act, the closure is required to be advertised for four (4) weeks prior to the passing of the by-law.

BACKGROUND:

In compliance with the Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

(a) that if Recommendation (a) of this report is approved by this Committee on 1997 June 16, then the aforementioned property is surplus to the requirements of the City;

(b) that in accordance with the approved methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, satisfactory Notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(c) no appraisal of fair market value of the real property being sold was obtained as highway closures and sales are exempt from appraisal requirements of Section 193 of the Municipal Act.

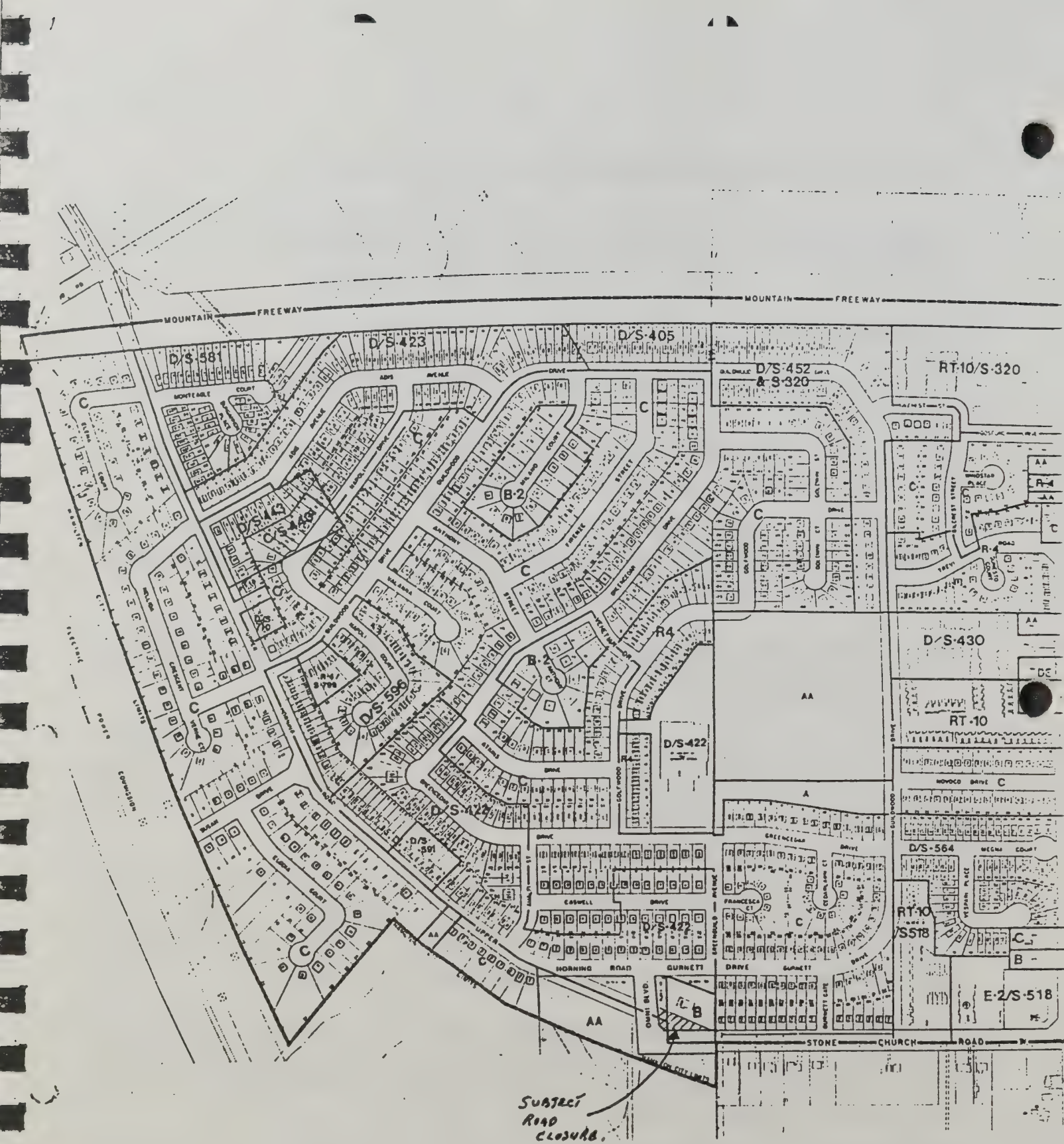
A request has been received from the aforesaid developers to close the road allowance of Upper Horning Road from the east side of Omni Boulevard to the north side of Stone Church Road West. The applicants are pursuing the closure of the said road allowance to consolidate the lands and to facilitate the development of the said lands.

The area proposed for closure is in the block surrounded by Gurnett Drive to the north, Omni Boulevard to the west, Stone Church Road West to the south and Gurnett Gate to the east. DiCenzo Construction Company Limited and Sunshine Construction Inc. are abutting owners of part of the road allowance and prior to the completion of this transaction will be the abutting owners along the entire flankage of the subject road allowance.

Through previous development applications, Omni Boulevard was constructed in accordance with the Neighbourhood Plan for this area. At that time, Upper Horning Road was closed. The applicants wish now to purchase this surplus land to consolidate their lands and to facilitate the development of these lands.

RWW/nw

c.c. Alderman D. Ross, Alderman, Ward 8
Alderman Frank D'Amico, Alderman, Ward 8
P. Noé Johnson, City Solicitor
Attention: D. Powers
Allan C. Ross, Treasurer
K. M. Lau, Manager of Surveys, Roads Division
G. Austin, Director, Programming and Development



	46	49
	57	50
	45	44

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

GURNETT

ZONING

Neighbourhood Boundary
Zoning Boundary

SCALE 50m

NORTH

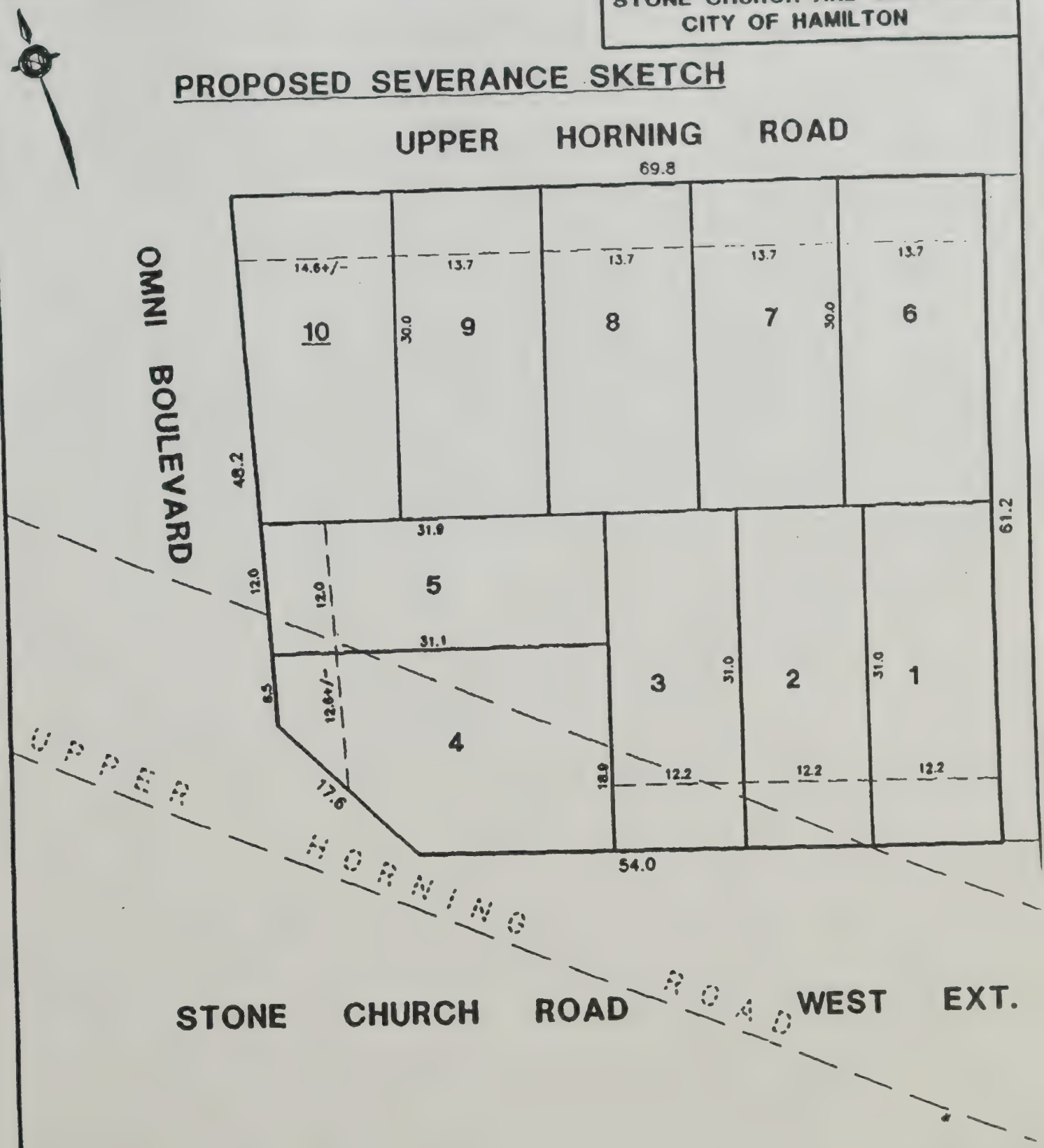
Prepared for The City of Hamilton
by the Planning and Development Department

PLANNING UNIT NO. 7608

PAGE NO. 57

STONE CHURCH AND OMNI BLVD.
CITY OF HAMILTON

PROPOSED SEVERANCE SKETCH



planning initiatives ltd
engineers, planners and landscape architect

DATE: MAY /97	SCALE: 1:500	PLAN 1

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 6

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. J. Schatz
City Clerk

SUBJECT: Offer to Purchase (Highway Closure)
Municipal Car Park #11, 1453 Main Street East
Peninsula Orthodontic Services Inc.

RECOMMENDATION:

(a) (i) That an Offer to Purchase (Highway Closure), duly executed by Peninsula Orthodontic Services Inc. (Lynne Smith, President), on 1997 May 27, 1997 and scheduled to close on or before 1997 December 10, for the lands composed of part of Garside Avenue as closed by Parcel A of the City of Hamilton By-law 7408 and registered as 1633 By-law, Registered Plan 520, designated as Part 1 on Plan 62R-13955, comprising an area of 275.9 square metres (2,969.86 square feet), municipally known as 1453 Main Street East, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $27,500 be credited to Account Number CH 4X999 00102 (Sale - Reserve for Property Purchases); and,

(ii) That the required deposit cheque in the amount of $2,750 be held by the City Treasurer pending Council approval; and,

(iii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor; and,

(iv) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(1) satisfactory Notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(2) no appraisal of the fair market value of the real property intended to be sold was obtained as Highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(3) the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act;

(b) That the Commissioner of Transportation be authorized and directed to prepare a By-law to incorporate Part 2 of Plan 62R-13955 into Garside Avenue to the satisfaction of the City Solicitor.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total amount of $27,500 be credited to Account Number CH 4X999 00102 (Sale - Reserve for Property Purchases).

In 1996 the parking lot operated at a deficit, with the Parking Authority spending $7,133 to operate the lot whereas the actual revenue was $5,272

Currently the Parking Authority is paying the City $1,600 cash-in-lieu of taxes.

BACKGROUND:

In compliance with the Real Property Sales Procedural By-law No. 95-049, I am reporting to your committee:

(a) On 1996 February 27, City Council approved Item 4 of the 4th Report of the Finance and Administration Committee declaring the subject lands surplus to the requirements of the City;

(b) that in accordance with the approved methods of Notice to the Public in Real Property Sales Procedural By-law No. 95-049, satisfactory notice was given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(c) no appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

The subject property, Municipal Car Park #11, consists of a 2,969.86 square foot site zoned "H" (Community Shopping and Commercial,etc.) located on the north/west corner of Main Street East and Garside Avenue. The site was created by a by-law closing the road in 1954 November 30. The Parking Authority paved the site and has operated a parking lot since August 1969. A 3 metre x 3 metre daylight corner is being retained by the City, and will be incorporated into Garside Avenue road allowance.

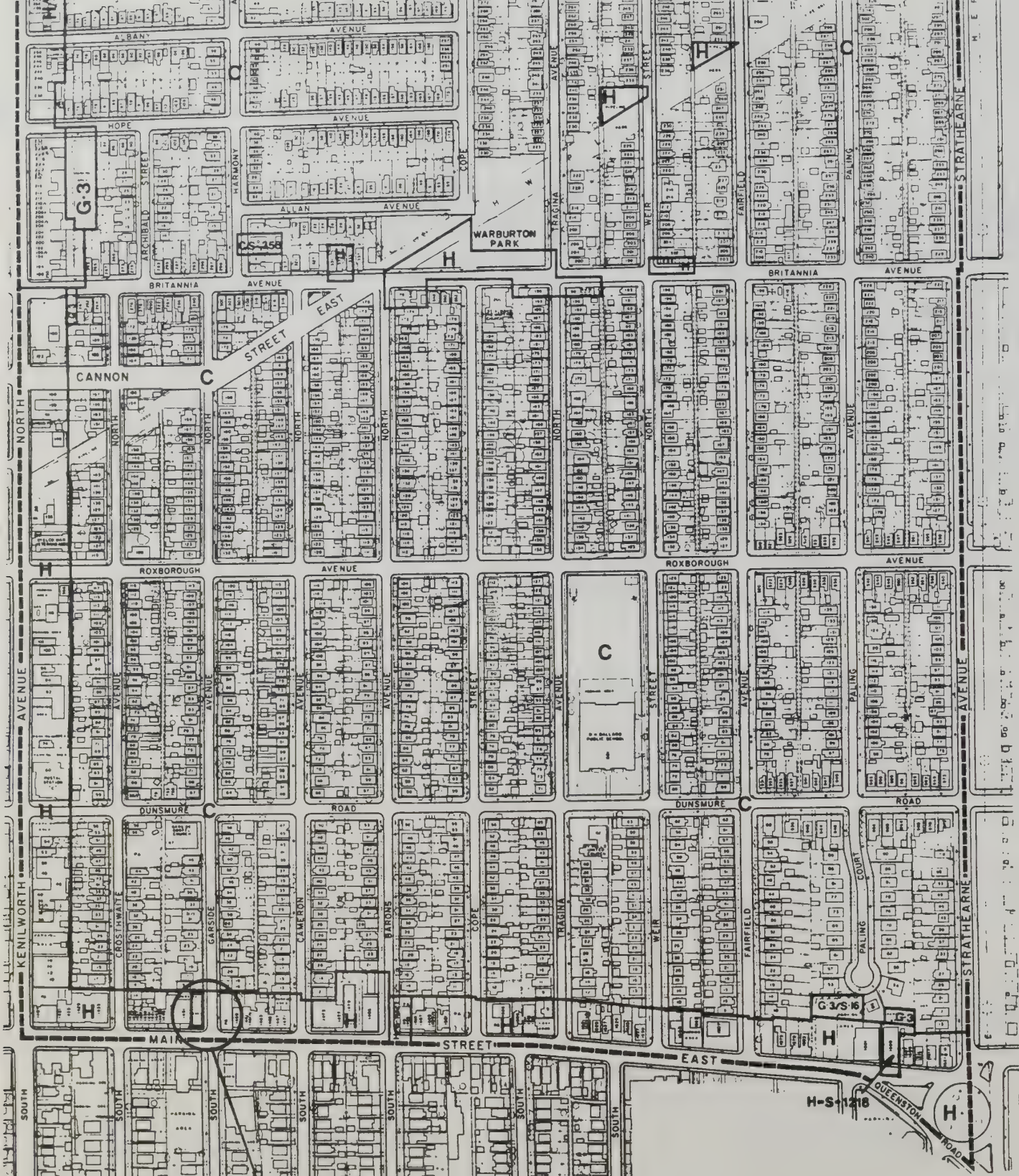
The Municipal Act requires the City to offer a closed road allowance to the adjacent property owner first at market value, prior to advertising the property for sale to the general public. In this instance, the adjacent property owner initiated the request to purchase the property. Peninsula Orthodontic Services Inc. operates a dental practice adjacent to the parking lot and the building encroaches 18 inches on the City parking lot. The purchaser intends to continue to operate the lot for client parking. The acquisition of the site will eliminate the encroachment agreement and also permit Peninsula Orthodontic Services Inc. to locate windows on the east side of the building without entering into a 'window agreement' with the City.

Although an appraisal is not required for the sale of a highway closure as part of the City's Real Property Procedural By-law, an appraisal was completed by the Real Estate Division and the purchase price is within the range of the appraised value $27,000 - $30,000. Proceeds from the sale of City land is returned to the original purchase account. Recognizing that the parking lot was created from a road allowance closed by the City in 1954, the sale amount of $27,500 will go back to the Reserve for Property Purchases account.

Therefore, we respectfully recommend the acceptance of the Offer to Purchase (Highway Closure), executed by Peninsula Orthodontic Services Inc. for $27,500.

REL/nw

c.c. Alderman G. Copps, Alderman, Ward 4
Alderman Dave Wilson, Alderman, Ward 4
P. Noé Johnson, City Solicitor
Attention: J. Lessing
A. Ross, Treasurer
L. D. Turvey, P.Eng., Commissioner of Transportation
K. M. Lau, Manager of Surveys, Roads Division
G. Aston, Director, Programming and Development, Roads Division
Attention: J. Clairmont



Subject Property

73	74	75
34	66	105
36	9	52

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

HOMESIDE

ZONING

Neighbourhood Boundary

Zoning Boundary.

0 50m 100m

SCALE

Prepared for The City of Hamilton
by the Planning and Development Department

PLANNING UNIT NO
6509

2(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 16th

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
1997 April	Ontario Good Roads Association	Bulletin	1997 April 30
1997 May 2	Commissioner of Public Works & Traffic	Mud Tracking	1997 May 5
1997 May 2	Hamilton-Wentworth Air Quality Initiative	Consultation Meeting	1997 May 21
1997 May 7	Ministry of Environment and Energy	Hamilton-Wentworth Air Quality Initiative	1997 May 21
1997 May 8	Hamilton-Wentworth Region	Traffic Concerns in Stoney Creek	1997 May 13
1997 May 21	Commissioner of Public Works & Traffic	Public Works & Traffic Department Quarterly Report as at December 31, 1996	1997 May 23
1997 May 21	Commissioner of Public Works & Traffic	Public Works & Traffic Traffic Division Quarterly Report as at March 31, 1997	1997 May 23
1997 May 23	Commissioner of Public Works & Traffic	Traffic Island Beach Boulevard at Van Wagners Beach Road	1997 May 26
1997 May 28	Citizens' Network on Waste Management	PET bottles	1997 June 4th
1997 June 1	Commissioner of Public Works & Traffic	1997 City Construction Program, Status & Schedule as of 1997 May 20	1997 June 6th

Kevin C. Christenson, Secretary
1997 June 16

URBAN/MUNICIPAL
CA4 ON HBL A05
C5176
1997

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Wednesday, 1997 July 2nd
1:30 o'clock p.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

1. **DELEGATION:**

   Encroachment Agreement
   No. 46 Ferguson Avenue South
   Radigan Brothers Ltd.

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (i) **TRAFFIC DIVISION**

   Intersection Control
   Acadia Drive and Mapleridge Drive
   Acadia and Elite Avenue

   (ii) **CITY ENGINEER**

   Preliminary Stormwater Quality Pond Design
   Philip Services Corp. - Auto Shredder Facility

4. **OTHER BUSINESS**

5. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the T&E Cte.	1996 April 1	Commissioner of Public Works and Traffic	Report Back
3.	Just Desserts - No. 1400 Upper James Street - Outdoor Patio	1996 June 17	Roads Dept. Staff	Report Back
4.	Installation of Bus Shelters in Gore Park following the installation of the Gore Park Fountain	1996 June 17	Commissioner of Traffic and Environmental Services	Report Back
5.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
6.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
7.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic	Update the Committee of New Developments
8.	Intersection of Chesley Street and Chester Avenue Intersection Control	1997 January 20	Ald. F. D'Amico	Delegation to appear
9.	Proposed Road Closure: Angela Avenue from Scenic Drive Westerly	1997 March 3	Commissioner of Public Works and Traffic	Tabled until after the comments of the Niagara Escarpment Commissioner are received.
10.	Backlit Advertising Panels on Bell Canada Exterior Public Payphones	1997 April 21	Commissioner of Public Works and Traffic	Report to be prepared
11.	Mud Tracking	1997 May 5	Commissioner of Public Works and Traffic	Report Back
12.	Graffiti Prevention, Prohibition and Abatement By-law	1997 June 16	City Solicitor	Prepare a Draft By-law and report
13.	Public Walkway between No. 98 Milkyway Drive and No. 131 Trenholme Crescent	1997 June 16	Ald. T. Jackson	Tabled
14.	Intersection of Berkindale Drive and Sylvester Street	1997 June 16	Ald. C. Collins	Tabled
15.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back

Kevin C. Christenson, Secretary
July 2nd, 1997

1.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 20
T103 50 1306 J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreement, 46 Ferguson Avenue South
(R-97-34)

RECOMMENDATION:

a) That the application of Radigan Brothers Limited, owner of 46 Ferguson Avenue South, to erect and maintain the encroachment of a free standing sign, measuring 2.43m x 1.21m x 4.87m in height, encroaching onto the road allowance of Ferguson Avenue South, be denied,

b) That the applicant be refunded $127 of the $184 encroachment user fee.

for D. Lobo
D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant will be reimbursed $127 of the required $184 encroachment fee. The reimbursed amount is related to work involved in the preparation of the encroachment agreement, the registration of the agreement and the annual fee. These costs would not occur should the application be denied.

Cont'd...

Encroachment Agreement
46 Ferguson Avenue South

Cont'd...

BACKGROUND:

A request has been received from Radigan Bros. Ltd., owners of 46 Ferguson Avenue South, to enter into an encroachment agreement to erect and maintain a free standing sign on the road allowance of Ferguson Avenue, advertising "Radigan Brothers Limited". The proposed sign would be placed at the north/west corner of Jackson and Ferguson, affixed to an 8" x 8" steel post and would provide 8' of clearance above the sidewalk.

The Department of Public Works and Traffic, the Roads Department and the Building Department are currently removing all mobile signs which have been placed on the road allowance. We are also prohibiting the erection of permanent signs that are being erected in their place, and in some cases having those permanent signs removed from the road allowance. The approval of this sign would likely set a precedent that would hinder efforts in removing signs from the road allowance.

The City of Hamilton Streets By-Law 9329 (Section 9(2) states the following:

> "Obstructions and Encumbrances. Without in anywise limiting the generality of the prohibition of obstructing or encumbering a highway, no person shall without lawful authority erect, install, place or maintain or cause or permit the erection, installing, placing or maintaining of any pole, post, fence, hedge, awning, canopy, marquee, sign, area opening, porch, doorstep, vehicle approach ramp, sidewalk, driveway, or other building, structure, firewood or thing either wholly or partly upon, in under or over a highway, or firewood or any other thing calculated to obstruct it, and no person shall cause or permit the hanging or maintenance of any gate, door or other thing in such a manner as to allow it to swing over any part of a highway."

Since this request is contrary to the City's Streets By-Law this Department cannot support the application.

,,

JKC:

cc: A. Ross, City Treasurer

3(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 26
File No. TEC-130-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Acadia Drive and Elite Drive and Acadia Drive and Mapleridge Drive - Intersection Control

RECOMMENDATION:

a) That no action be taken on the request for three-way stop control at the intersection of Acadia Drive and Elite Drive; and

b) That southbound traffic on Mapleridge Drive be required to stop for eastbound and westbound traffic on Acadia Drive and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as these results in increased motor vehicle operating costs in the order of $10,000 annually. Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the subject stop sign.

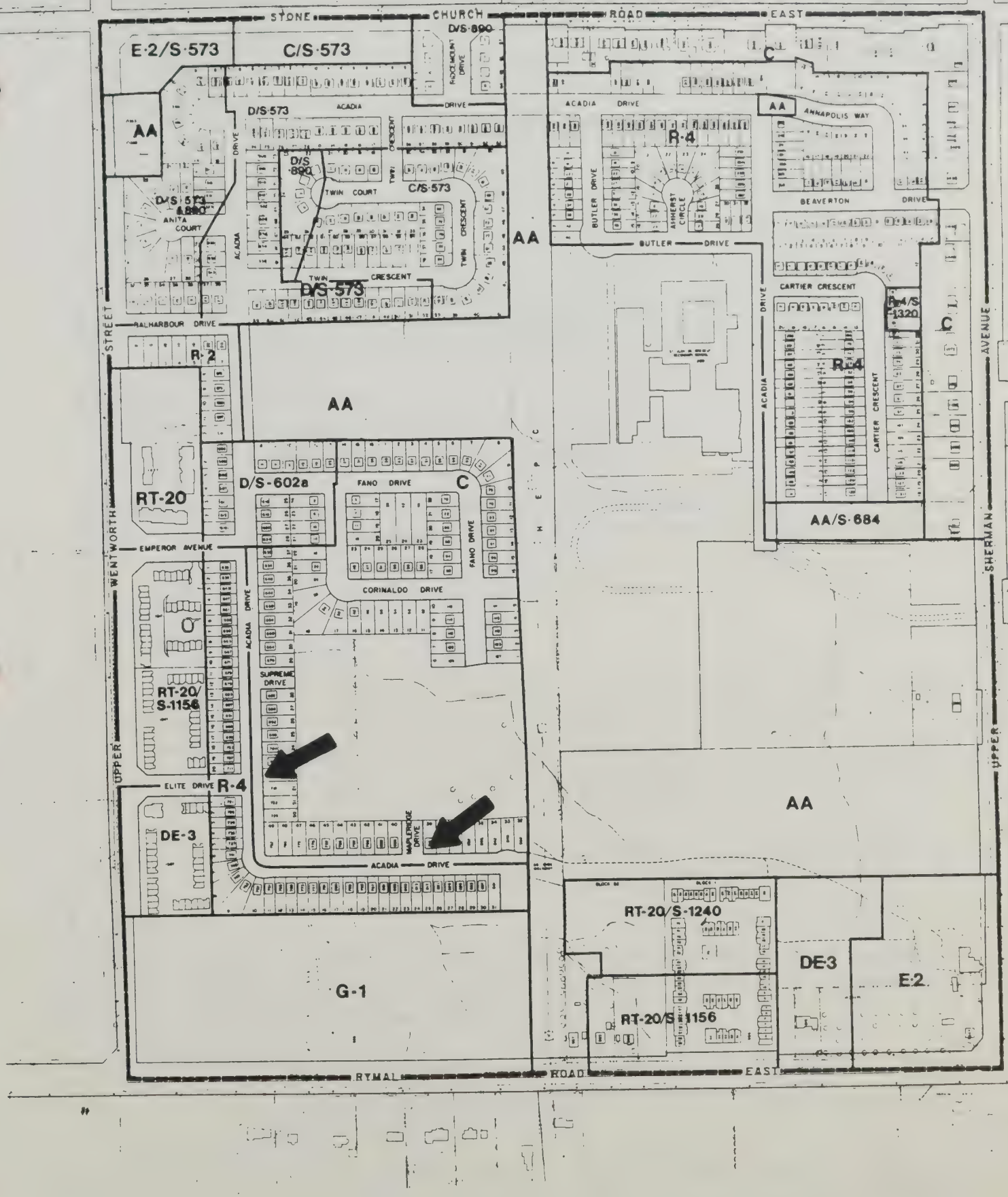
BACKGROUND:

Alderman Henry Merling has advised of a request from Mrs. Haack, 777 Acadia Drive, that three-way stop control be implemented at the intersections of Acadia and Elite and Acadia and Mapleridge.

The subject intersections are both "T" type intersections, and presently, the intersection of Acadia and Elite is controlled by an eastbound stop and there are no intersection control signs at the intersection of Acadia and Mapleridge.

Staff has concluded that neither intersection meets the criteria for all-way stop control, and therefore, staff does not support this request. However, staff supports stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff recommends that southbound traffic on Mapleridge be required to stop for eastbound and westbound traffic on Acadia.

CVB/MBH/smg


STONE CHURCH ROAD EAST
E-2/S-573
C/S-573
D/S-890
AA
D/S-573
ACADIA
FOUCHOUNT DRIVE
TWIN COURT
TWIN CRESCENT
ANITA COURT
D/S-573
D/S-890
C/S-573
D/S-573
BALHARBOUR DRIVE
R-2
AA
RT-20
D/S-602a
FANO DRIVE
C
EMPEROR AVENUE
CORINALDO DRIVE
SUPREME DRIVE
RT-20/S-1156
ELITE DRIVE
R-4
DE-3
MAPLERIDGE DRIVE
ACADIA DRIVE
G-1
WENTWORTH STREET UPPER
ACADIA DRIVE
BUTLER DRIVE
AMHERST CIRCLE
R-4
ANNAPOLIS WAY
BEAVERTON DRIVE
CARTIER CRESCENT
R-4/S-1320
AA/S-684
SHERMAN AVENUE UPPER
AA
RT-20/S-1240
RT-20/S-1156
DE-3
E-2
RYMAL ROAD EAST

3(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 25
SWE308-07-P (V.Sferrazza)

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: **Preliminary Stormwater Quality Pond Design: Philip Environmental Inc. Auto Shredder Facility: Parkdale Avenue adjacent to Hamilton Harbour**

RECOMMENDATION:

a) That the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton does not object to Philip Environmental Inc. receiving approval for the construction and operation of two sedimentation ponds, as part of a storm water management plan, to be located along the west property boundary at Parkdale Avenue North adjacent to the Hamilton Harbour, on the condition that:

i) a monitoring program be implemented by the applicant under the direction of the MOEE, to ensure that the facility functions to the prescribed requirements;

ii) the MOEE consider imposing restrictions of any potential discharge of persistent toxic organics, heavy metals, suspended solids and phosphorus into Hamilton Harbour;

iii) the MOEE consider revisions to the design of the facility to include more naturalized features for both enhanced water quality treatment and aesthetics; and

iv) all environmental, health and safety safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully;

b) As per the requirements of the ***Guide for Applying for Approval of Municipal and Private Water and Sewage Works*** within the ***Ontario Water Resources Act***, the City of Hamilton, to the satisfaction of the commissioner of Public Works and Traffic, grant general acceptance, in the form of a signature by the city clerk, on the proposed project application,

c) That a copy of this report and the municipal authorized application be forwarded to the Proctor and Redfern Limited, representing Philip Environment Inc., for final submission to the MOEE;

d) That the MOEE be requested to forward a copy of its final decision respecting the requested Approval for Philip Environmental Inc. to the City of Hamilton.

D. Lobo
Commissioner
Public Works and Traffic Department

J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application for ***Approval of Municipal and Private Water Sewage Works***, under the ***Ontario Water Resources Act***, from Philip Environmental Inc., for the construction and operation of two sedimentation ponds to be located along the west property boundary at the foot of Parkdale Avenue adjacent to the Hamilton Harbour, has been filed to the MOEE. According to the ***Guide for Applying for Approval of Municipal and Private Water and Sewage Works*** municipal authority from the municipality in which the works are to be constructed, is required prior to the MOEE rendering a final decision. Municipal authorization is to establish the municipality's general acceptance of the proposed works but does not necessarily imply technical approval and/or responsibility for the works.

To appropriately assess the proposed works from a municipal jurisdictional perspective various City and Regional Departments, and external agencies, were requested to review the application and provide comments.

Operations

Philip Environmental Inc. is proposing to operate an auto shredder facility at the respective location. After the automobiles have been processed, the shredded automobiles will be loaded onto trucks and removed off site for further processing and/or disposal.

As a result of auto shredder material being handled, there is a potential for surface water runoff to become contaminated. Therefore, the proponent will be constructing two sedimentation ponds, as part of an overall stormwater management plan for the site, to collect stormwater runoff from the working area east of the exiting building and to the west property boundary. The intended result is to prevent potential contaminated stormwater from leaving the site. The pond will be designed with a liner system to protect the groundwater below and around the storm pond. The liner system will consist of a 750 mm recompacted clay liner utilizing imported earth material.

A monitoring program for the storm ponds is being developed in collaboration with the MOEE. The program will identify parameters and levels to control the discharge of water from the ponds. If monitoring indicates that an indicator parameter level is exceeded, then the contaminated water will be contained in the pond(s), collected and hauled off-site to a privately owned treatment facility.

If the stormwater remains clean of contaminants the water will discharge into Hamilton Harbour via an existing ditch connected to the Windamere Basin.

Municipal and External Agencies Comments

In an effort to cooperate with the applicant, the MOEE and observe the conditions of the ***Ontario Water Resources Act***, request for comments from pertinent City and Regional Departments were sent to the Regional Environment Department, Local Planning, and the Building Department. In addition, technical advice was solicited from the Hamilton Region Conservation Authority and from the Hamilton Harbour Remedial Action Plan (RAP) Staff.

City and Regional staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City concerns which may not have been addressed in the proponent's proposal.

It was determined by the relevant City and Regional staff that the proposal involved a private initiative, and as such the City is not regulating the proposed facility. Nevertheless, staff's evaluation concluded that the proposed project would not compromise any relevant City by-laws, waste management initiatives, or specifically have any impact on the sanitary or stormwater sewer system. Moreover, since any contaminated stormwater would be treated at an off-site private facility and not the Region's Water and Sewage Treatment Plant, the Water and Wastewater Division expressed no opposition.

The proposed site is located in a heavy industrial area, "K" zoning, hence the two proposed ponds do not conflict with the intent of the City's Official Plan.

The application was also reviewed by the Hamilton Region Conservation Authority and RAP staff. The former is satisfied with the MOEE's detailed analysis of the application and does not have any comments to submit. RAP has no regulatory authority in this matter, nonetheless, comments were requested from RAP staff to identify any potential impacts on Hamilton Harbour. RAP staff did have concerns regarding potential pollutants entering the harbour and with the design of the storm water management facility as it relates to fish and wildlife habitat restoration and the aesthetic of the harbour. Consequently, these concerns have been included in the recommendation for MOEE consideration.

The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting project approval to the proponent.

VS\

c.c. Patrice Noe Johnson, City Solicitor

"

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Wednesday, 1997 July 2nd
1:30 o'clock p.m.
Room 233, City Hall

A G E N D A:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the Transport and Environment Committee meeting held 1997 June 16

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) No. 51 Earl Street
Amendment of a Residential Boulevard Parking Agreement

(b) No. 342 John Street North
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(c) London Street South, south of Main Street East

(d) Balmoral Avenue North, south of Barton Street East

(e) Sirente Drive

(f) No. 488 Catharine Street North
Request for a Reserved "Permit
Parking" Space for a Disabled Resident

(g) No. 202 Sherman Avenue North
Request for a Reserved "Permit
Parking" Space for a Disabled Resident

ii. **Intersection Control**

(a) Intersection of Locheed Drive and Embassy Drive

(b) Intersections of Carson Drive and Kingsberry Street
Carson Drive and Palace Boulevard and Carson Drive and Paris Avenue

(c) Intersection of Central Avenue and Tragina Avenue South

(d) Intersection of Rupert Court and Rushdale Drive

iii. **Miscellaneous**

(a) Eastbound right turn lane designation
of Limeridge Road East, west of Upper Sherman Avenue

(b) Butler Drive - Traffic Safety Issues

iv. **City Engineer**

(a) Encroachment Agreement - 235 East 15th Street

(b) Our Lady of the Angels Festival

(c) 1997 Servicing Expenditures Related to Subdivisions

(d) Outdoor Boulevard Cafe - 22 Haymarket Street

(e) Hess Village Acoustafest

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1997 June 16
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

Present:	Alderman H. Merling, Chairman Alderman V. J. Agro, Vice-Chairman Alderman B. Morelli Alderman G. Copps Alderman C. Collins Alderman T. Jackson Alderman F. D'Amico
Regrets:	Mayor R. M. Morrow, Civic Business Alderman M. Kiss
Also present:	Alderman M. Caplan Alderman D. Ross Alderman W. McCulloch Alderman D. Wilson Alderman B. Charters J. G. Pavelka, Chief Administrative Officer D. Lobo, Commissioner of Public Works and Traffic C. Firth-Eagland, Public Works and Traffic R. Meiers, Public Works and Traffic M. Hazell, Public Works and Traffic Department T. Arnold, Public Works and Traffic Department M. Watson, Property Department G. Aston, Roads Department E. Chajka, Environment Department P. Noé Johnson, City Solicitor Tina Agnello, Acting Secretary

1. **DELEGATIONS:**

(a) **By-law to sell City Lands known as No. 45 Owen Place and Nos. 817, 821 Stone Church Road East**

The Committee was in receipt of a report dated 1997 June 9 from the Commissioner of Public Works and Traffic.

The Committee approved the following recommendation:

That the appropriate by-law to sell the subject land described as follows be prepared to the satisfaction of the City Solicitor, passed and enacted by Council:

(a) The closed "Reserved for Street" on Registered Plan 851, described as Parts 1 to 3 inclusive on Plan 62R-10952, now known as No. 45 Owen Place; and,

(b) Part of closed Leaway Avenue, Registered Plan 1059, described as Parts 2 and 3 on Plan 62R-11410 now known as Nos. 817 and 821 Stone Church Road East.

(b) **Proposed Closure, Former Upper Horning Drive, from the east side of Omni Boulevard to Stone Church Road West**

The Committee was in receipt of a report dated 1997 June 3 from the Commissioner of Public Works and Traffic.

The Committee approved the following recommendation:

(a) That the application of DiCenzo Construction Company Limited and Sunshine Construction Inc. to stop-up, close and sell the portion of the former Upper Horning Drive, road allowance, from the east side of Omni Boulevard to Stone Church Road West, be approved, subject to the following conditions:

(i) That the Commissioner of Transportation be directed to prepare a By-law to stop-up, close and sell the portion of the former Upper Horning Drive, from the East side of Omni Boulevard to Stone Church Road West; and,

(ii) That the Commissioner of Transportation be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990; and,

(iii) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law; and,

(b) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law No. 95-049:

"Part of the Upper Horning Road allowance to be closed being Part 5, on Plan 62R-9295.

(i) That the Manager of Real Estate Division, City Clerk's Department be authorized to proceed with the disposition of the subject lands to the abutting owner at market value; and,

(ii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

(c) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) That satisfactory notice has been given to the public of the intended sale; and,

(ii) That no appraisal of the fair market value of the real property being sold was obtained as highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

(d) (i) That the applicant reimburse the Region for service costs a maximum of $8,745.71 for sewer and water installations for the westerly portion of Part 5 on Plan 62R-9295 now abutting Omni Boulevard and $20,197.49 for sewer and water installations provided for the portion of Part 5 on Plan 62R-9295 now abutting Stone Church Road West, subject to confirmation by the purchaser; and,

(ii) That the applicant reimburse the City for road construction costs a maximum of $7,299 constructed along the westerly portion abutting Part 5 on Plan 62R-9295 now abutting Omni Boulevard and $18,265.68 for road construction costs constructed along the portion abutting of Part 5 on Plan 62R-9295 now abutting Stone Church Road West subject to confirmation by the purchaser.

(c) **Alteration of Limeridge Road at the intersection with the Red Hill Creek Expressway**

The Committee was in receipt of a report dated 1997 June 10 from the Commissioner of Public Works and Traffic.

The Committee approved the following recommendation:

(a) That the alteration of Limeridge Road in the vicinity of Upper James Street, Upper Wentworth Street and Upper Gage Avenue be proceeded with; and,

(b) That an appropriate by-law to give effect to the alteration be passed and enacted.

(d) **Proposed Closure, Assumed Alley, Rear of No. 85 Mountain Avenue**

The Committee was in receipt of a report dated 1997 May 28 from the Commissioner of Public Works and Traffic.

Doug Smith and Marty McMann of 85 Mountain Avenue were present in support.

Geoff Aston gave a brief description of the closure. The alley to the south is closed and the alley to the north is in the process of being closed.

The Committee approved the following recommendation:

That the application, to stop-up, close and purchase a portion of north/south assumed alley at the rear of No. 85 Mountain Avenue, be approved, subject to the following conditions:

(a) That the Commissioner of Transportation be directed to prepare a By-law to stop-up, close and sell the portion of the north/south assumed alley at the rear of No. 85 Mountain Avenue; and,

(b) That the Commissioner of Transportation be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing pursuant to Section 44 of the Regional Municipalities Act R.S.O. 1990; and,

(c) That the applicant prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor; and,

(d) That the Manager of the Real Estate Division of the City Clerk's Department be authorized to proceed with the disposition of the subject lands to the abutting owner at market value; and,

(e) That the applicant provide a 12m easement to the Region for the existing 900mm combined sewer in the subject walkway; and,

(f) That the applicant provide an easement in favour of Bell Canada for their overhead plant in the subject walkway; and,

(g) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

(e) **Graffiti Prevention, Prohibition and Abatement By-law**
Mr. Dennis Concordia and Detective Bruce Graham

The Committee was in receipt of correspondence dated 1997 May 8 from Mr. Dennis Concordia, Vice-Chairman, Hamilton-Wentworth Regional Police Services Board respecting the subject matter.

Dennis Concordia, Vice-Chairman of the Police Services Board and Detective Bruce Graham were present in support of the proposal.

Mr. Concordia was concerned that the present City By-laws do not address graffiti problems.

Bruce Graham advised that a new proposal will include community efforts regarding education through School Boards and the Public Works and Traffic Department. He added that graffiti must be removed immediately or it grows out of control. Much of the graffiti has "Hate" messages. It spreads to surrounding walls and businesses.

Alderman Cops was concerned that the onus is to be placed on property owners to clean the graffiti.

Patrice Noé Johnson stated that she would refer to legislation as well as by-laws from other municipalities and report back to the Committee in 2 meetings from this date.

Following discussion, the Committee resolved as follows:

That the City Solicitor be directed to prepare a draft By-law regarding Graffiti Prevention, Prohibition and Abatement By-law and bring it forward with a report to the appropriate Committee.

2. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

(a) The Committee approved the minutes of the Transport and Environment Committee meeting held 1997 May 5 as circulated to the Members.

(b) The Committee approved the minutes of the Special Transport and Environment Committee meeting held 1997 May 27 as circulated to the Members.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) **Beland Avenue South, north of Queenston Road**

The Committee was in receipt of a report dated 1997 May 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping" regulation on the east side of Beland Avenue South, commencing at Queenston Road and extending to a point 100 feet northerly therefrom, be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Cathcart Street between Wilson Street and Kelly**

The Committee was in receipt of a report dated 1997 May 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Commercial Vehicle Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Cathcart Street commencing at a point 44 feet north of Wilson Street and extending to a point 28 feet northerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 159 Prospect Street South**
Request to Rescind the By-law Entry
for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1997 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the by-law entry allowing for a "Wheelchair Loading Zone, 8:00 a.m. - 8:00 p.m., Monday - Friday" regulation on the east side of Prospect Street South commencing at a point 181 feet south of Main Street East and extending to a point 26 feet southerly therefrom be rescinded.

(d) **No. 177 Fairfield Avenue**
Request to relocate a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 May 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Fairfield Avenue commencing 343 feet south of Britannia Avenue and extending to a point 18 feet southerly be relocated such that the regulation commences 216 feet south of Britannia Avenue and extends to a point 24 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Roanoke Place between Paradise Road North and the easterly end**

The Committee was in receipt of a report dated 1997 May 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the south side of Roanoke Place between Paradise Road North and the easterly end and on the north side commencing 92 feet east of Paradise Road North and extending to the easterly end, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Devonport Street between Tom Street and York Boulevard**

The Committee was in receipt of a report dated 1997 May 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Devonport Street between Tom Street and York Boulevard and on the east side of Devonport Street between Tom Street and a point 171 feet south of York Boulevard be revised, such that the regulation is in effect until 9:00 p.m., seven days a week, and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **No. 99 Colin Crescent**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1997 May 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "Wheelchair Loading Zone" regulation be implemented on the east side of Colin Crescent commencing at a point 64 feet north of Towercrest Drive and extending to a point 40 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **No. 260 Montmorency Drive, Unit 310**
Request for a Reserved "Permit Parking"

The Committee was in receipt of a report dated 1997 May 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Montmorency Drive commencing 312 feet west of the extended west curb line of Montmorency Drive and extending to a point 18 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Richard Melanson, No. 260 Montmorency Drive, Unit 310.

(i) **No. 114 Park Row North**
Request to replace the existing Reserved
"Permit Parking" space with a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1997 May 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Park Row North commencing at a point 79 feet south of Roxborough Avenue and extending to a point 21 feet southerly therefrom be replaced with a "Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Seven Days a Week" regulation and that the City Traffic By-law No. 89-72 be amended accordingly.

(j) **No. 136 Locke Street South**

The Committee was in receipt of a report dated 1997 May 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north side of Hunter Street West commencing at Locke Street South and extending to a point 87 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(k) **Nelson Street between Locke Street South and Pearl Street South**

The Committee was in receipt of a report dated 1997 June 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "One Hour Parking Time Limit" regulation be implemented on the south side of Nelson Street between Locke Street South and Pearl Street South and that the City Traffic By-law No. 89-72 be amended accordingly.

(l) **Public Walkway between No. 98 Milkyway Drive and No. 131 Trenholme Crescent**

The Committee was in receipt of a report dated 1997 June 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

Upon the request of Alderman Jackson, the Committee resolved that the matter be tabled.

(m) **No. 180 Province Street North Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1997 May 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Province Street North commencing at a point 62 feet north of Cannon Street East and extending to a point 20 feet northerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(n) **Ferguson Avenue South, south of Hunter Street East**

The Committee was in receipt of a report dated 1997 June 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the hours of the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Ferguson Avenue South, south of Hunter Street East be revised such that the regulation is in effect 24 hours a day, seven days a week and that the City Traffic By-law No. 89-72 be amended accordingly.

(o) **Keith Street, west of Wentworth Street North**

The Committee was in receipt of a report dated 1997 June 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "One Hour Parking Time Limit" regulation be implemented on the north side of Keith Street commencing at Wentworth Street North and extending to a point 157 feet westerly therefrom and on the south side commencing at Wentworth Street North and extending to a point 162 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection Control**

(a) **Intersection of Erin Avenue and Montrose Avenue**

The Committee was in receipt of a report dated 1997 May 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on Montrose Avenue be required to stop for northbound and southbound traffic on Erin Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Acadia Drive and Butler Drive**

The Committee was in receipt of a report dated 1997 June 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the northwest intersection of Acadia Drive and Butler Drive for a trial period of one year.

(c) **Intersection of Berkindale Drive and Sylvester Street**

The Committee was in receipt of a report dated 1997 June 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

Upon the request of Alderman Collins, the Committee resolved that the matter be tabled.

iii. **Miscellaneous**

Bayfront Bus Route - Bus Stop Installation

The Committee was in receipt of a report dated 1997 May 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following Hamilton Street Railway bus stop be installed:

Route No. 4 Bayfront

Add - Northbound	Nash Road, east side, 545 north of Denten Street (M/B)

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **City Engineer**

(a) **Mountain Park Avenue Bridge over Sherman Cut Maximum Weight Restriction**

The Committee was in receipt of a report dated 1997 May 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing by-law entry for a weight restriction on the Mountain Park Avenue bridge over the Sherman Cut, be rescinded; and,

(b) That an appropriate by-law to amend the City Traffic By-law No. 89-72 be enacted and forwarded to the Ministry of Transportation.

(b) **Banner Application - Cystic Fibrosis Foundation**

The Committee was in receipt of a report dated 1997 May 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the action of the Senior Director, Roads Division, be confirmed in authorizing the erection of a banner over Main Street West from 1997 May 26 to 1997 June 2, with the following message:

"Cystic Fibrosis...the Fight of Their Lives".

(c) **Proposed Walkway Closure - Harbottle Court**

The Committee was in receipt of a report dated 1997 June 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of The Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the unopened public walkway between No. 61 and No. 62, known as Harbottle Court; and,

(b) That the Senior Director, Roads be directed to sign an affidavit setting out that no public funds have been expended on the portion of walkway to be closed; and,

(c) That the documentation regarding the application to the District Court Judge be prepared by the City of Hamilton Law Department; and,

(d) That the City prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor; and,

(e) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act; and,

(f) That the Manager of Real Estate Division City Clerk's Department be authorized to proceed with the disposition of the subject lands to the abutting owners; and,

(g) That Starward Homes Ltd. be relieved of any obligation to construct the walkway; and,

Provided the Judge's Order to close the unopened road allowance is granted:

(i) That the Commissioner of Transportation be directed to prepare a by-law for the sale of the closed unopened walkway to the abutting owner; and,

(ii) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law; and,

(d) **To Incorporate Certain City Land into Various Streets By By-law**

The Committee was in receipt of a report dated 1997 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Pritchard Road	Parts 1 and 6	Plan 62R-14013
Lorenzo Drive	Part 1	Plan 62R-13866
Rouge Hill Court	Block B	Plan M-47
Bolzano Court	Block 14	Plan 62M-801
Chesley Street	Part 1	Plan 62R-13265
Limeridge Road	Part 13	Plan 62R-11742; and,

(b) That the By-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the By-laws.

(e) **Communita Racalmutese Maria**

The Committee was in receipt of a report dated 1997 May 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Communita Racalmutese Maria SS Del Monte Festival Committee (P. O. Box 83005 Jamesville Hamilton L8L 8E8) to temporarily close the following City streets:

(a) Saturday June 21

Murray Street East between James Street and Hughson Street
Murray Street West between James Street and MacNab Street
James Street between Barton Street and Strachan Street
from 5:00 o'clock p.m. to 12:00 o'clock midnight; and,

Sunday June 22

(b) MacNab Street between Barton Street and Murray Street
Murray Street between MacNab Street and James Street
Main Street between James Street and Bay Street
James Street between Barton Street and Strachan Street
from 10:00 o'clock a.m. to 1:00 o'clock p.m.; and,

Murray Street between Bay Street and James Street

James Street between Barton Street and Strachan Street
from 2:00 o'clock p.m. to 6:00 o'clock p.m.; and,

MacNab Street between Barton Street and Murray Street
Murray Street between MacNab Street and James Street
Main Street between James Street and Bay Street
James Street between Barton Street and Strachan Street
from 10:00 o'clock a.m. to 1:00 o'clock p.m.

in order to hold their annual festival/parade, be approved, subject to the following conditions:

(i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(ii) That the applicant provide proof of $5,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(iv) That all barricading be supplied by and at the expense of the applicant; and,

(v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant; and,

(vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(vii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation; and,

(ix) That the applicant be granted extension to the City of Hamilton Noise By-law No. 79-292 and contract a City of Hamilton Noise By-law Officer to be in attendance throughout the event, at the expense of the applicant.

(f) **Rescind Alley Closure: North/South Alley between Province Street and Graham Avenue**

The Committee was in receipt of a report dated 1997 June 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That Section 5 of the Seventeenth Report of the Transport and Environment Committee for 1987, adopted by City Council on 1987 November 24, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry Act R.S.O. 1990, on behalf of W. Fluke, for an order Closing the north\south alley between Province Street and Graham Avenue from the east/west alley to 18.28m south of Monterey Avenue, be rescinded.

(g) **Encroachment Agreements**

The Committee was in receipt of a report dated 1997 June 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", attached hereto, be approved during the pleasure of Council, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

(h) **Hess Village Jazz Festival**

The Committee was in receipt of a report dated 1997 June 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Hess Village Merchants Association to temporarily close Hess Street between King Street and Main Street from Wednesday, 1997 July 9 at 10:30 o'clock a.m. to Monday 1997 July 21 at 12:00 o'clock noon, to hold the annual Hess Village "Jazz Festival", be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide proof of $5,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(d) That all barricading be supplied by and at the expense of the applicant; and,

(e) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant; and,

(f) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation; and,

(i) That the applicant be granted extension to the City of Hamilton Noise By-law No. 79-292 and contract a City of Hamilton Noise By-law Officer to be in attendance throughout the event, at the expense of the applicant; and,

(j) That the LLBO be advised that the Corporation of the City of Hamilton is aware of the application for a Temporary Extension of Liquor Licence submitted by the Lazy Flamingo, No. 19 Hess Street South, in conjunction with the Hess Village Merchant Association's "Summerfest 97" Festival to take place 1997 June 12, June 13 and June 14; and that the City has no objection to the issuance of the Temporary Extension of Liquor Licence for this event.

(i) **Greater Hamilton Aquafest**

The Committee was in receipt of a report dated 1997 June 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of A. Bradford, agent for the Regional Municipality of Hamilton-Wentworth, Economic and Development Department (1 James Street South) to temporarily close the following City streets on Saturday 1997 July 12 from 5:00 o'clock p.m. to Sunday 1997 July 13 to 10:00 o'clock p.m.:

Bay Street North between Burlington and Guise
MacNab Street North between Burlington and Guise
James Street North between Burlington and Guise
Hughson Street North between Burlington and Guise
John Street North between Burlington and Guise
Catharine Street North between Burlington and Guise
Mary Street between Burlington and Guise

Ferguson Avenue North between Burlington and Guise
Guise Street between Bay and Ferguson
Wood Street between Bay and Burlington
Brock Street between Mary and Hughson

for the annual Greater Hamilton Aquafest, be approved, provided:

(a) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide proof of $2,000,000. public liability insurance naming the City of Hamilton and the Region as an added insured party, with a provision for cross liability and holding the City of Hamilton and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(d) That all barricading be supplied by and at the expense of the applicant; and,

(e) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant; and,

(f) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

(j) **Transfer of 0.30 metre reserves to James and Dorothy Zaborsky in conjunction with Land Division Applications H-18-96 and H-19-96**

The Committee was in receipt of a report dated 1997 May 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the City of Hamilton transfer 0.30 metre reserves, shown as Part 1 and Part 2 on Reference Plan 62R-10900 to the adjacent landowners of No. 190 Annabelle Street (James and Dorothy Zaborsky) as all conditions with regard to the 0.30 metre reserves under Land Division Committee Applications H-18-96 and H-19-96 have been satisfied under the lands for the reserve are in excess of the maximum road allowance width; and,

(b) That the Manager of the Real Estate Division of the City Clerk's Department be authorized and directed to prepare and register the necessary transfer documents for these reserves; and,

(c) That the Mayor and City Clerk be authorized and directed to execute any required documents for the transfer of the reserves, subject to the approval of the City Solicitor.

(k) **1997 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1997 June 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in "Rymal Square Estates - Phase 7, Hamilton, City's share -NIL-, Owner's share $178,199.25 and the submitted schedules of works be adopted for inclusion in the Modified Subdivision Agreement with the Owner for the estimated costs of services in "The Meadows at Sandrina Gardens - (Phase 1, South), Hamilton, City's share -NIL-, Owner's share $16,000, be approved; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Rymal Square Estates -Phase 7, and The Meadows at Sandrina Gardens (Phase 1, South), Hamilton as well as and any other related documents to these developments subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement and or Modified Subdivision Agreement have been registered; and,

(d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement and or Modified Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

C. CITY CLERK

(i) **Offer to Purchase (Highway Closure) to DiCenzo Construction Company Limited and Sunshine Construction Inc., former Upper Horning Drive from the east side of Omni Boulevard to Stone Church Road West**

The Committee was in receipt of a report dated 1997 June 5 from the City Clerk respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law No. 95-049:

"the lands comprised of part of Upper Horning Road to be closed being Part 5, Plan 62R-9295, on Schedule "A" attached to the Agreement, being vacant land and comprising a total area of 0.051 hectares (0.12602 acres), more or less"; and,

(b) (i) That an Offer to Purchase (Highway Closure), duly executed by DiCenzo Construction Company Limited and Sunshine Construction Inc., on 1997 June 2 and scheduled to close within thirty (30) days after the completion of the conditions as set out in the Agreement, for the lands comprised of part of Upper Horning Road to be closed being Part 5, Plan 62R-9295, on Schedule "B" attached to the Agreement, being vacant land and comprising a total area of 0.051 hectares (0.12602 acres) more or less, be approved and

completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $12,600 be credited to Account No. CH4X501 00102 (Reserve for Property Purchases(Sales)); and,

(ii) That the required deposit cheque in the amount of $1,260 be held by the City Treasurer pending Council approval; and,

(iii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor; and,

(iv) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(1) satisfactory Notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision); and,

(2) no appraisal of the fair market value of the real property intended to be sold was obtained as Highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

(3) the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act; and,

(v) That the said property transactions are subject to the standard highway conditions in the Offer and to the additional conditions set out in Schedule "B" attached to the Agreement as follows:

(1) DiCenzo Construction Company Limited and Sunshine Construction Inc. acquiring title to Block 49, Plan 62M-611 and to Part 2, Plan 62R-9295, also known as 855 Upper Horning Road from Anwar Zurar; and,

(2) DiCenzo Construction Company Limited and Sunshine Construction Inc.:

(aa) agree upon the closing of the transaction to re-imburse the Regional Municipality of Hamilton-Wentworth recovery costs for sewer, water and roads:

(i) the maximum amount of $16,044.71 (subject to confirmation by the purchaser) for the westerly portion of Part 5, Plan 62R-9295, now abutting Omni Boulevard; and,

(ii) the maximum amount of $38,463.17 (subject to confirmation by the purchaser) for the southerly portion of Part 5, Plan 62R-9295, now abutting Stone Church Road West; and,

(bb) agree that this Agreement may not be assigned to a third party.

(ii) **Offer to Purchase (Highway Closure) - Municipal Car Park No. 11 No. 1453 Main Street East - Peninsula Orthodontic Services Inc.**

The Committee was in receipt of a report dated 1997 June 6 from the City Clerk respecting the subject matter.

The Committee approved the following recommendation:

(a) (i) That an Offer to Purchase (Highway Closure), duly executed by Peninsula Orthodontic Services Inc. (Lynne Smith, President), on 1997 May 27, and scheduled to close on or before 1997 December 10, for the lands composed of part of Garside Avenue as closed by Parcel A of the City of Hamilton By-law 7408 and registered as 1633 By-law, Registered Plan 520, designated as Part 1 on Plan 62R-13955, comprising an area of 275.9 square metres (2,969.86 square feet), municipally known as No. 1453 Main Street East, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $27,500 be credited to Account No. CH4X999 00102 (Sale - Reserve for Property Purchases); and,

(ii) That the required deposit cheque in the amount of $2,750 be held by the City Treasurer pending Council approval; and,

(iii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor; and,

(iv) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(1) satisfactory Notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision); and,

(2) no appraisal of the fair market value of the real property intended to be sold was obtained as Highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

(3) the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act; and,

(b) That the Commissioner of Transportation be authorized and directed to prepare a By-law to incorporate Part 2 of Plan 62R-13955 into Garside Avenue to the satisfaction of the City Solicitor.

***Alderman G. Copps opposed.**

D. <u>SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE</u>

Information Items

The Committee was in receipt of a report dated 1997 June 16 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports which were previously distributed to the Transport and Environment Committee, be received.

Date	*From*	*Subject*	*Date Distributed*
1997 April	Ontario Good Roads Association	Bulletin	1997 April 30
1997 May 2	Commissioner of Public Works & Traffic	Mud Tracking	1997 May 5
1997 May 2	Hamilton-Wentworth Air Quality Initiative	Consultation Meeting	1997 May 21
1997 May 7	Ministry of Environment and Energy	Hamilton-Wentworth Air Quality Initiative	1997 May 21
1997 May 8	Hamilton-Wentworth Region	Traffic Concerns in Stoney Creek	1997 May 13
1997 May 21	Commissioner of Public Works & Traffic	Public Works & Traffic Department Quarterly Report as at December 31, 1996	1997 May 23
1997 May 21	Commissioner of Public Works & Traffic	Public Works & Traffic Traffic Division Quarterly Report as at March 31, 1997	1997 May 23
1997 May 23	Commissioner of Public Works & Traffic	Traffic Island Beach Boulevard at Van Wagners Beach Road	1997 May 26
1997 May 28	Citizens' Network on Waste Management	PET bottles	1997 June 4th
1997 June 1	Commissioner of Public Works & Traffic	1997 City Construction Program, Status & Schedule as of 1997 May 20	1997 June 6th

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) PUBLIC WORKS DIVISION

(a) Retaining Wall Reconstruction Proposal Jackson Street West, Rear of Wesanford Place

The Committee was in receipt of a report dated 1997 June 11. Chris Firth-Eagland advised that the project affords the opportunity to give work to youths and journeymen. They will upgrade their skills while reconstructing the stone facade.

In response to a question from Alderman Collins, Chris Firth-Eagland advised that the wall is 75% on the City-owned road allowance and it is a special case of reconstructing an historical structure. Adoption will not prejudice other cases.

Subsequently, the Committee approved the following recommendation:

(a) That the Commissioner of Public Works and Traffic be authorized to reconstruct the failed retaining wall on Jackson Street West in a fashion which reinstates its visual heritage characteristics and meets current engineering practices; and,

(b) That in order to ensure that the retaining wall is reconstructed to meet the City of Hamilton's heritage and engineering standards, the full financial responsibility for the reconstruction be borne by the City, in an amount estimated to be $150,000; and,

(c) That the Finance and Administration Committee be requested to recommend an appropriate source of funding; and,

(d) That the Region's Commissioner of Transportation be requested to undertake these works on behalf of the City with the exception of the tree removals and replanting, and the removal and reinstatement of the historic stone facade; and,

(e) That the Commissioner of Public Works and Traffic be authorized to remove five trees which cannot be preserved during the reconstruction of the wall, recognizing that two of these trees are private and have the consent of the property owners and that the remaining three are City trees and further that all five will be replaced by replanted large caliper trees on the adjacent road allowance at a combined cost of $5,400 being a component cost of the overall project estimate of $150,000; and,

(f) That the City of Hamilton enter into an agreement with the Brick Layers' and Masons' Local 1 and LIUNA Local 837 satisfactory to the City Solicitor to manage performance and liability matters such that the Brick Layers' and Masons' Local 1 and LIUNA Local 837 may undertake the removal and reinstatement of the heritage stone facade as a training exercise for apprenticing masons at a cost not to exceed $20,000 being a component of the overall project estimate of $150,000; and,

(g) That in return for, and as a condition of the City agreeing to reconstruct this retaining wall, the four abutting homeowners who's residences are known municipally as Nos. 2, 6, 10 and 14 Wesanford Place, shall be required to grant the City an easement, (for $2) in a form satisfactory to the Commissioner of Public Works and Traffic and to the City Solicitor, under which,

(i) the City is permitted to install and maintain within a portion of each homeowner's abutting rear yard (not exceeding thirty feet from its Jackson Street lot line), such parts of the replacement retaining wall, its foundations and related appurtenances as may be required, including grading the said portion of the abutting homeowner's rear yard; and,

(ii) each abutting homeowner shall agree to refrain from taking any action or making any improvements within 30 feet of their Jackson Street lot line which may interfere with the structural stability of the City's replacement retaining wall, including, no heavy loads, alterations to drains and grades established by the City, etc.; and,

(iii) the City is also permitted a temporary easement upon the balance of each homeowner's lot, (in addition to the said permanent easement in the said thirty foot portion), for the purpose of working on installation of the replacement retaining wall with its equipment, workers and supplies; and,

(iv) the Mayor and City Clerk be hereby authorized to execute the said easements in favour of the City, which easements shall be registered on title to each abutting property.

(b) **Pilot Project - Mountable Curbs**

The Committee was in receipt of a report dated 1997 June 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman Ross questioned if the City keeps a list of sidewalks requiring repairs to which Chris Firth-Eagland replied that there is no running list but all sidewalks in Hamilton are "walked".

Alderman Copps requested that all curbs be wheelchair accessible.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to undertake a pilot project in 1997 towards resolving the outstanding mountable curb replacement list currently at 89 locations, through a procedure which laminates a new layer of concrete over top of the existing driveway approach, in lieu of the existing practice of complete approach and sidewalk removal and replacement.

(c) **Increased Cost for a Local Improvement Project Dulgaren Street from Upper Sherman Avenue to Approximately 72m Easterly, Finished Roadway and Curbs**

The Committee was in receipt of a report dated 1997 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the City's share of the cost of the local improvement finished roadway and curbs on Dulgaren Street from Upper Sherman Avenue to approximately 72m easterly be increased from $35,350 to $45,350 and that this additional $10,000 being part of the provision of the City's share of Local Improvement projects be financed from the 1997 Capital Levy (Account Centre No. CH22002); and,

(b) That the Commissioner of Public Works and Traffic be authorized to prepare a By-law in a form satisfactory to the City Solicitor for enactment by Council to carry out the necessary amendments to By-law No. 93-201.

(d) **Downtown Hamilton Improvement Plan Sidewalk Reconstruction North Side of King Street between James and Mary Streets**

The Committee was in receipt of a report dated 1997 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be directed to implement the reconstruction of the City sidewalks on the north side of King Street from James Street to Mary Street in accordance with the attached Appendix "B".

(e) **Downtown Hamilton Improvement Plan - Phase I**
Award of Contract for Supply of Garbage Receptacles

The Committee was in receipt of a report dated 1997 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

In response to a question from Alderman Copps, Mr. Pavelka advised that all quotes must meet minimum specifications.

The Committee approved the following recommendation:

(a) That a purchase order be issued to Maglin Furniture Systems, Woodstock, Ontario, in the amount of $18,356.50 plus applicable taxes and contingency for a total of $26,859.98 for the supply of garbage receptacles for the redevelopment of King Street East between James Street and Mary Street, being the lowest acceptable tender received in accordance with specifications C16-2297; and,

(b) That a purchase order be issued to Trystan, Ayr, Ontario, in the amount of $4,800 plus applicable taxes and contingency for a total of $6,670 for the supply of cast tree grate inserts for the redevelopment of King Street East between James Street and Mary Street, being the lowest acceptable tender received in accordance with specifications C16-2297; and,

(c) That a purchase order be issued to Toronto Fabricating & Mfg. Co., Mississauga, Ontario, in the amount of $2,100 plus applicable taxes and contingency for a total of $3,565 for the supply of cast bicycle rings for the redevelopment of King Street East between James Street and Mary Street, being the lowest acceptable tender received in accordance with specifications C16-2297; and,

(d) That a purchase order be issued to Maglin Furniture Systems, Woodstock, Ontario, in the amount of $39,855.60 plus applicable taxes and contingency for a total of $51,583.94 for the supply of cast benches for the redevelopment of King Street East between James Street and Mary Street, being the lowest acceptable tender received in accordance with specifications C16-2297; and,

(e) That the above purchase orders represent components of the Downtown Hamilton Improvement Plan - Phase I in accordance with specifications C16-2297 issued by the Purchasing Division and Vendor's tender, and be financed from Capital Funds Account No. CF5207 609755033; and,

(f) That the Mayor and City Clerk be authorized to execute the associated contracts in a form satisfactory to the City Solicitor.

(ii) TRAFFIC DIVISION

(a) **Downtown Hamilton Improvement Plan**
On-Street Parking in the Downtown Core

The Committee was in receipt of a report dated 1997 May 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

Marty Hazell advised that the key to a healthy downtown core is to have convenient and abundant parking.

Alderman D'Amico asked about diagonal parking and parking on John Street.

Alderman Jackson commended Peter Baker, General Manager, Parking Authority.

Alderman Collins asked about parking during rush hours to which Marty Hazell replied that parking on the north side of King Street will be permitted if approved at Regional Council. There is already rush hour parking on the south side of King Street.

With regard to comments from Alderman Collins respecting relaxation of parking enforcement in the Downtown Core, the Committee resolved as follows:

> "That a report to come back to Committee investigating and suggesting avenues for the Relaxation of the Enforcement of Parking By-laws in the Downtown Core."

Marty Hazell advised that progress will be monitored through the B.I.A.'s

On behalf of the Hamilton Market Sub-Committee, Alderman Wilson stated that the stall holders have requested free parking on York Street. In general they feel the recommendations will be good for business.

Alderman Copps suggested that there be parking in the Downtown Core with no metres.

Alderman Morelli stated that parking in front of the Effort Trust Building should be 1 hour not 1/2 hour.

Alderman Merling explained that it is not economically feasible to have free parking and the Parking Authority must be reimbursed by the City through the Finance and Administration Committee. Therefore, all ratepayers would end up paying.

Marty Hazell noted that the Connaught building will have an allocated area for a consolidated taxi stand.

Following discussion, the Committee approved the following recommendation:

That the following City initiatives be approved to maximize on-street parking and to improve overall parking conditions in the downtown core:

(a) That parking meters be installed on the following City Streets:

(i) east side of Mary Street from King Street to King William Street (3 hour duration)

(ii) north side of King William Street from John Street to Wellington Street (3 hour duration)

(iii) west side of Catharine Street from Jackson Street to Rebecca Street (1 hour duration), except during rush hours

(iv) west side of Jarvis Street from King William Street to the southerly end (3 hour duration); and,

(b) That Regional Council be requested to install parking meters on the following Regional Roads:

(i) south side of York Boulevard from Bay Street to east of MacNab Street (1 hour duration)

(ii) north side of the north branch of King Street in the bay immediately west of Catharine Street (30 minutes duration)

(iii) west side of John Street from Rebecca Street to King William Street (30 minutes duration)

(iv) north side of Main Street from Walnut Street to Ferguson Avenue (30 minutes duration) except during rush hours

(v) north side of Main Street from John Street to Catherine Street (30 minutes duration) except during rush hours; and,

(c) That Regional Council consider installing 1 hour parking meters on the north side of York Boulevard from Bay Street to James Street on an interim basis at least until the completion of the Region's Downtown Transportation Plan; and,

(d) That, in accordance with the request of the International Village BIA, the duration of the existing parking meters on the east side of Jarvis Street from King William Street to the southerly end be changed from 2 hours to 3 hours; and,

(e) That, in accordance with the request of the International Village BIA, the Regional Council be requested to change the duration of the existing parking meters on both sides of King Street from Mary Street to Wellington Street from 30 minutes to 1 hour; and,

(f) That Regional Council be requested to implement a "One Hour Parking Time Limit" (signed) in the bays on the south side of the south leg of King Street from James to John Streets and "No Parking - Loading Only" on the south side outside of the bays for a temporary period of about ten weeks commencing 1997 June 22, while H.S.R. buses are being rerouted away from Gore Park; and,

(g) (i) That a taxi stand to accommodate five taxis be designated on the north side of the south leg of King Street in front of the Royal Connaught Howard Johnson Plaza Hotel, and that Regional Council be requested to remove the existing four taxi stands from King Street in the area between James and Catharine Streets; and,

(ii) That the Commissioner of Public Works and Traffic be authorized to remove five trees and five flagpoles in front of the Royal Connaught Howard Johnson Plaza Hotel to facilitate the taxi stand change, recognizing that Hotel management is in favour of this action; and,

(h) That the City Traffic By-law No. 89-72 be amended to reduce the minimum "No Stopping" clearances at traffic signals to 20 feet and that Regional Council be requested to reduce the minimum traffic signal clearances on Regional roads accordingly; and,

(i) That the hourly rate for parking meters on City streets in the downtown core area (bounded by Bay, York/Wilson, Wellington and Jackson) be reduced from one dollar per hour to 50 cents per hour and that Regional Council be requested to reduce the rates on Regional roads accordingly; and,

(j) That the City Traffic By-law No. 89-72 be amended accordingly, including provisions for corner clearances at non-signalized intersections to be determined upon installation of the additional on-street parking meters.

(b) **Traffic Safety Training in Elementary Schools (Information Report)**

The Committee was in receipt of an information report dated 1997 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

(iii) **CITY ENGINEER**

(a) **Provincial Environmental Services Inc.
Application for a Waste Disposal Site (Processing)
Certificate of Approval No. A650121, No. 97 Frid Street
Response to the Ministry of Environment and Energy and Community Concerns**

The Committee was in receipt of a report dated 1997 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a copy of the report to the Transport and Environment Committee dated 1997 June 10 be forwarded to the West Central Branch of the Ministry of Environment and Energy (MOEE), as per their request, for consideration with respect to Provincial Environmental Services Inc.'s Application for a Certificate of Approval No. A650121; and,

(b) That the Ministry of Environment and Energy be requested to forward a copy of its final decision respecting the proponent's application for a Provisional Certificate of Approval to the City of Hamilton; and,

(c) That the Ministry of Environment and Energy be advised that the City of Hamilton position identifying a list of concerns to Provincial Environmental Services Inc. receiving a Certificate of Approval for a Waste Disposal Site (Processing) for the site located at No. 97 Frid Street, Hamilton, approved by City Council on 1996 December 10 be reiterated and the Ministry of Environment and Energy be urged to not issue a Certificate of Approval until the identified concerns have been addressed.

(b) **Montgomery Creek Stormwater Management Study**
Draft Plan of Subdivision Application Mud Street, Hamilton

The Committee was in receipt of a report dated 1997 June 6 from the Commissioner of Public Works and Traffic and Commissioner, Regional Environmental Department respecting the subject matter.

The Committee approved the following recommendation:

(a) Regarding the management of stormwater runoff to the Montgomery Creek resulting from future residential development within the proposed Albion Mills Estates Subdivision, Red Hill Vista Subdivision (Valery Construction), and adjacent land owned by Ontario Realty Corporation:

(i) It is recommended that the City, in its capacity of stormwater regulatory authority, endorse the following approach recommended in the Environmental Study Report prepared by Philips Planning & Engineering as the preferred method for managing Montgomery Creek stormwater:

(a) Bio-Engineered Treatment of the low-flow channel of the creek on the Glendale Golf Course property; and,

(b) Construction of a water quality facility, a "constructed wetland"; and,

(c) Construction of an erosion control facility, a "wet pond"; and,

(d) Relocation of existing golf course features, greens and tees; and,

(ii) That staff be authorized to file the said Environmental Study Report for the 30-day review period in compliance with the Municipal Engineers Association "Class Environmental Assessment" requirements; and,

(iii) That staff from Regional Environment, Public Works, Treasury and Law Departments be authorized to investigate and prepare a report on the financial arrangements required to implement the stormwater management plan; and,

(b) Regarding sixteen acres of land owned by the City located within the said Montgomery Creek watershed area, between the north limit of Mud Street and the brow of the escarpment, along Hamilton's easterly boundary with Stoney Creek, shown on the map attached hereto as Appendix "C":

(i) That the Planning and Development Committee be requested to authorize the Planning and Development Department to prepare a report to the Committee for a re-zoning of this City land, as a City initiative, from "A" (Conservation, Open Space, Park and Recreation) District to "B-2" (Suburban Residential, etc.), and "R-4" (Small Lot Single Family Detached) fronting on Mud Street; and,

(ii) That the Regional Environmental Department prepare and apply for draft plan of subdivision approval for the City land, including the completion of the Environmental Impact Statement; and,

(iii) That the Finance and Administration Committee be requested to authorize:

(aa) The City Treasurer to recommend a source of funding for expenditures necessary to obtain draft plan approval, to an amount not to exceed $23,800; and,

(bb) This funding be reimbursed from the proceeds of the sale of the "Albion Mills Estates" land; and,

(cc) That the said City owned land within the draft subdivision, known as "Albion Mills Estates", following draft plan approval, be declared surplus to City requirements in accordance with Realty Sales Procedural By-law No. 95-049; and,

(dd) That the City Clerk, Real Estate Division, be authorized and directed to offer for sale the City's land, "Albion Mills Estates", upon receiving draft plan approval; and,

(iv) That the City Solicitor be authorized to take steps to have this City owned land registered under the Land Titles Act.

(c) **Encroachment Agreement - No. 46 Ferguson Avenue South**

The Committee was in receipt of a report dated 1997 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

Geoff Aston explained that the request is in contravention of the City Streets and Signs By-law.

Alderman Agro requested and the Committee agreed that the matter be tabled and be brought back to the Committee at the next regularly scheduled meeting as a Delegation item.

(d) **Proposed Widening of Centennial Parkway at Arrowsmith Road in conjunction with "Home Depot"**

The Committee was in receipt of a report dated 1997 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the proposed roadway improvements on Centennial Parkway and Arrowsmith Road and at the west end of Cascade Street, as a result of construction of a proposed commercial development on the east side of Centennial Parkway be advertised in accordance with the requirements of the Municipal Act; and,

(b) That Real Estate Division, City Clerk's Department, be authorised to negotiate the acquisition of a parcel of land at the north-west corner of Centennial Parkway and Arrowsmith Road; and,

(c) That The Home Depot be advised of these actions.

(e) **Amendment to Offer to Purchase**
(Highway Closure) Rosslyn Avenue South - Loblaws Inc.

The Committee was in receipt of a report dated 1997 June 16 from the City Clerk respecting the subject matter.

The Committee approved the following recommendation:

(a) That the area of the lands to be conveyed to Loblaws Inc., pursuant to an Offer to Purchase dated 1997 April 30, accepted by City Council on 1997 May 13 in accepting Section 25 of the Fifth Report of the Transport and Environment Committee for 1997, be reduced by a perpendicular width of two and half (2.5) metres from the most westerly boundary of Part 1 on Plan 62R-14097 and that the purchase price be reduced by $5,000; and,

(b) That Council ratify the decision of the Transport and Environment Committee to grant to the purchaser, Loblaws Inc., an Authority to Enter, in a form acceptable to the City Solicitor, permitting access and construction on the lands described as Part 1, 2, 3 and 4, 62R-14097, to be executed by Loblaws Inc.

4. **MAYOR R. M. MORROW**

(a) **Hamilton and District Council of Women**
Sidewalk Safety

(b) **FCM - Big City Mayor's Caucus**
Telecommunications: Access to Municipal Rights-of-way

The Committee resolved that the 2 above-noted items be tabled.

5. **OTHER BUSINESS**

Correspondence - Regional Clerk
Rationalization of the Regional Road System dated 1997 May 8

The Committee resolved as follows:

That the correspondence of the Regional Clerk dated 1997 May 8 regarding "Rationalization of the Regional Road System" be referred to the Road Maintenance Review Technical Steering Committee.

6. **ADJOURNMENT**

Taken as read and approved,

Tina Agnello
Acting Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

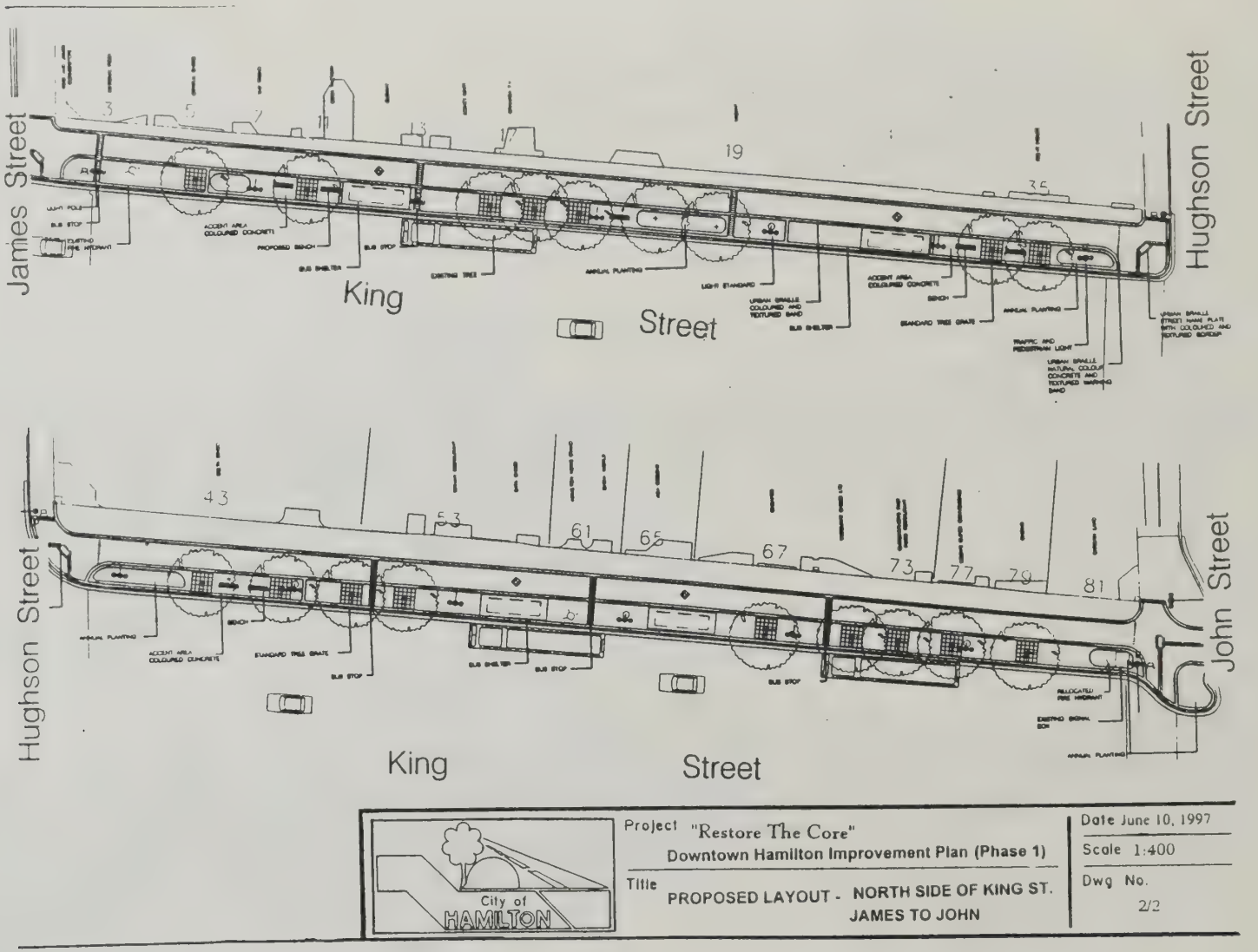
1997 June 16

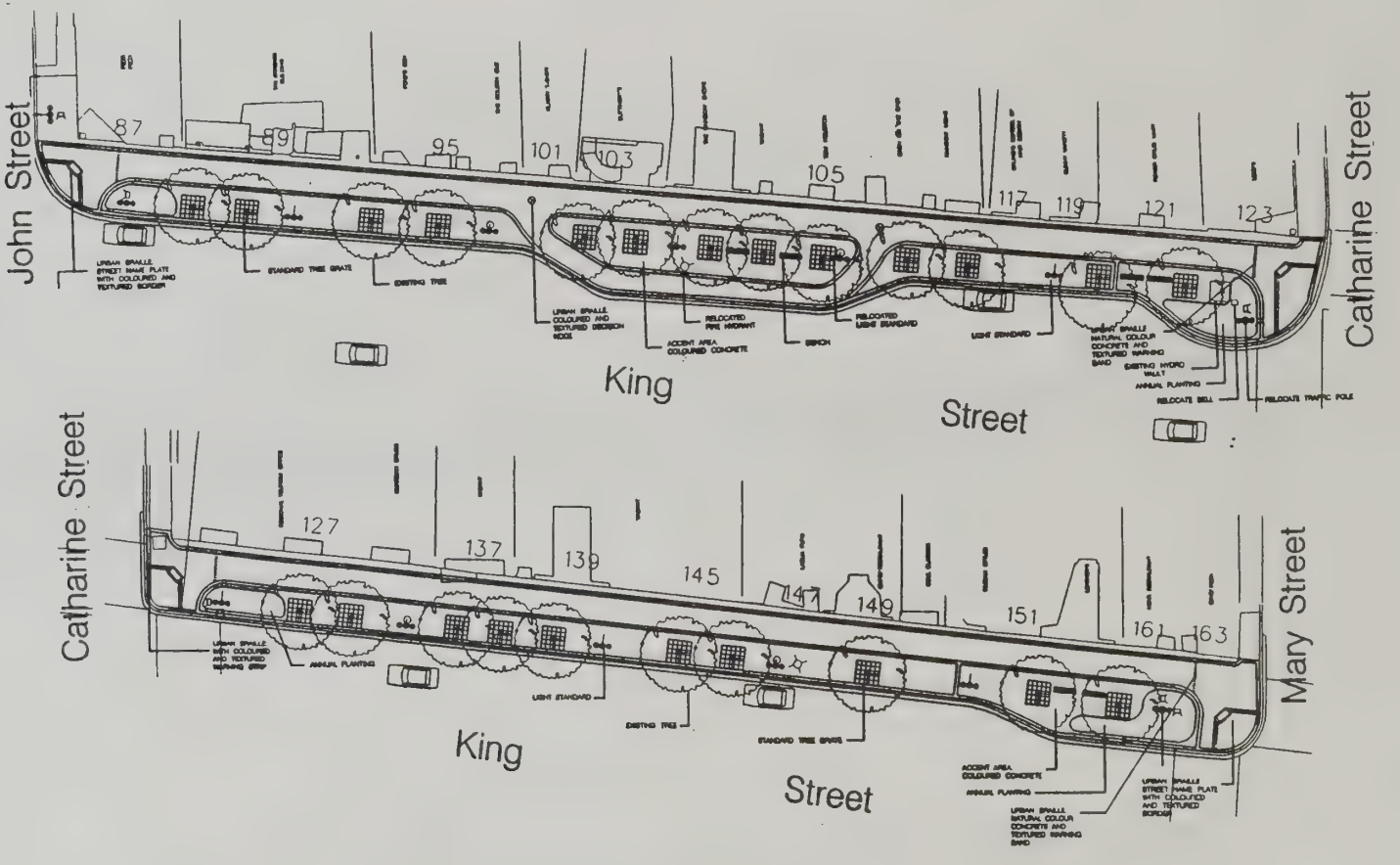
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Location	Municipal Address	Owner	Type of Encroachment First Year/Annual FeeFile Number
Cannon St. E.	1201-1215 Cannon St. E.	Home Saving & Loan Corp.	Portion of the building $184/20T103 50 1307 measuring 0.49m x 15.24m
Stinson Cres.	257 Stinson Crescent	N.Kowalski & N. Morrison	Steps measuring 1.5m x 0.25m$184/20T103 50 1299
Berrisfield Dr.	35 Berrisfield Drive	R. & K. Priest	Landscaping measuring $158/20T103 50 1195 2.59m x 7.62m Interlocking Brick measuring 0.34m x 2,31m
Simcoe St. E.	125 Simcoe Street East	J. & V. Dimitropoulous	Front porch measuring $158\20T103 50 1284
Arthur St. N.	29 Arthur Street North	Pratas/Rui DaCosta	Steps measuring 1.9m x 0.36m$158\20T103 50 1161
Florence Ave.	27 Florence Avenue	A. Smith	Porch measuring 0.387m x 2.89m$158\20T103 50 1262
Grenfell St.	224 Grenfell Street	F.& L. Theobald	Steps measuring 1.0m x 1.0m$158\20T103 50 1265
Burton St.	148 Burton Street	H. & E. Tessier	Steps measuring 0.38m x 1.31m$158\20T103 50 1101
Weir St. N.	48 Weir Street North	Amosow	Steps measuring 0.24m x 1.10m$158\20T103 50 1266
Market St.	191 Market Street	S. Kohut	Steps measuring 0.91m x 1.36m$158\20T103 50 1270
Hunt St.	28 Hunt Street	Estate of H. Poulter	Portion of Building measuring$158\20T103 50 1264 0.6m x 10.0m Porch measuring 0.85m x 5.0m Steps measuring 0.85m x 1.0m
Montrose Ave.	233 Montrose Avenue	R. Avery & E. Dean	Porch measuring 1.28m x 2.28m$158\20T103 50 1263 Steps measuring 1.0m x 1.24m

Appendix "A" referred to in Section 2 B iv. (g) of the Minutes of the Transport and Environment Committee for 1997 June 16

Appendix "B" referred to in
Section 3 (i) (d) of the Minutes of
of the Transport and Environment
Committee for 1997 June 16



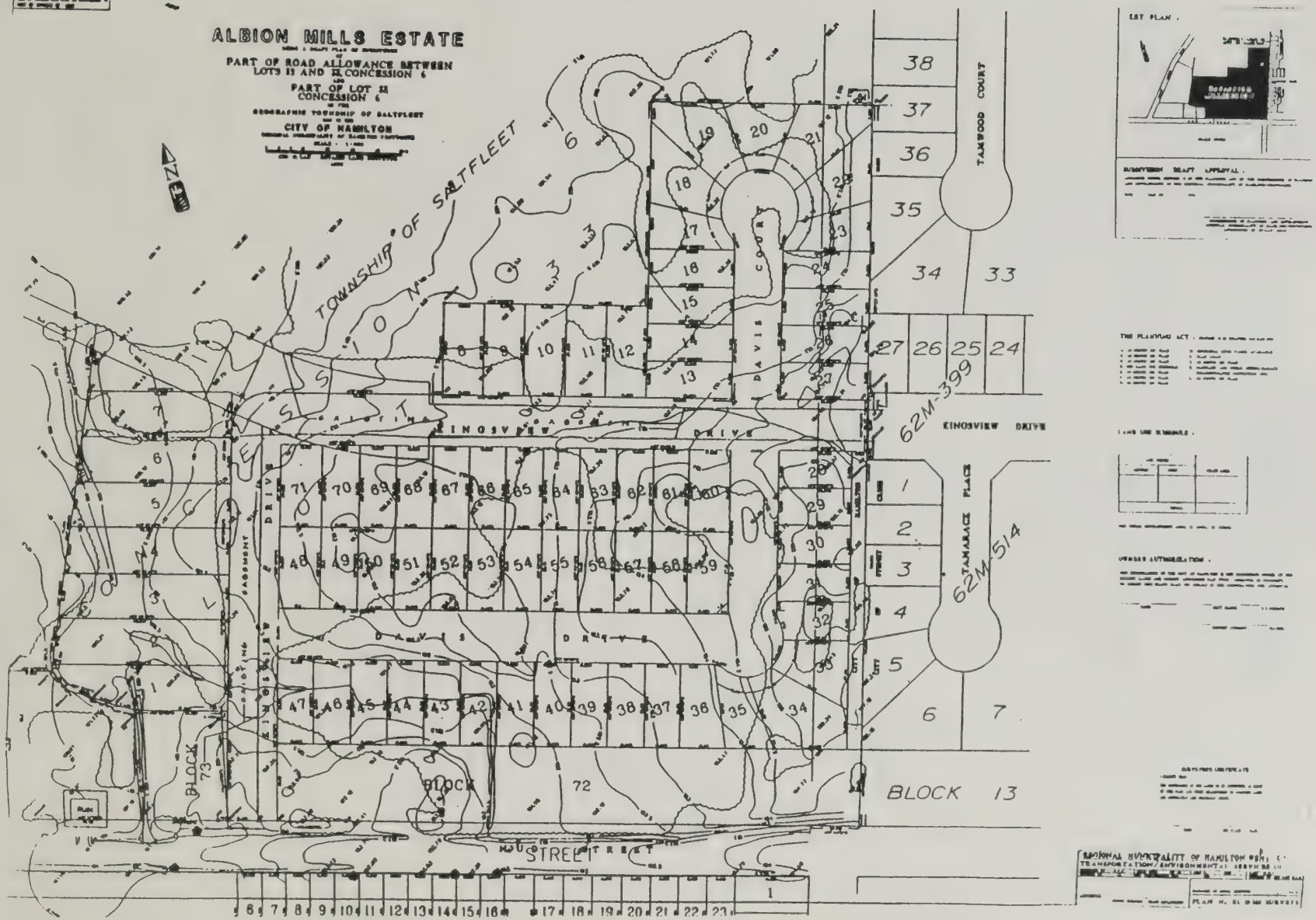


City of HAMILTON

Project "Restore The Core"
Downtown Hamilton Improvement Plan (Phase 1)

Title PROPOSED LAYOUT - NORTH SIDE OF KING ST.
JOHN TO MARY

Date June 10, 1997
Scale 1:400
Dwg. No. 2/2



Appendix "C" referred to
Section 3 (iii) (b) of the
Minutes of the Transport
and Environment Committee
for 1997 June 16

2(B)(i)(6)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 12
File No. TEC-114-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 51 Earl Street - Amendment of a Residential Boulevard Parking Agreement

RECOMMENDATION:

a) That the existing residential boulevard parking agreement registered as Instrument No. 120631 to the property at No. 51 Earl Street be amended at the property owner's expense; and

b) That the City Solicitor be authorized and directed to process the documents in relation to the amendment of this agreement.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

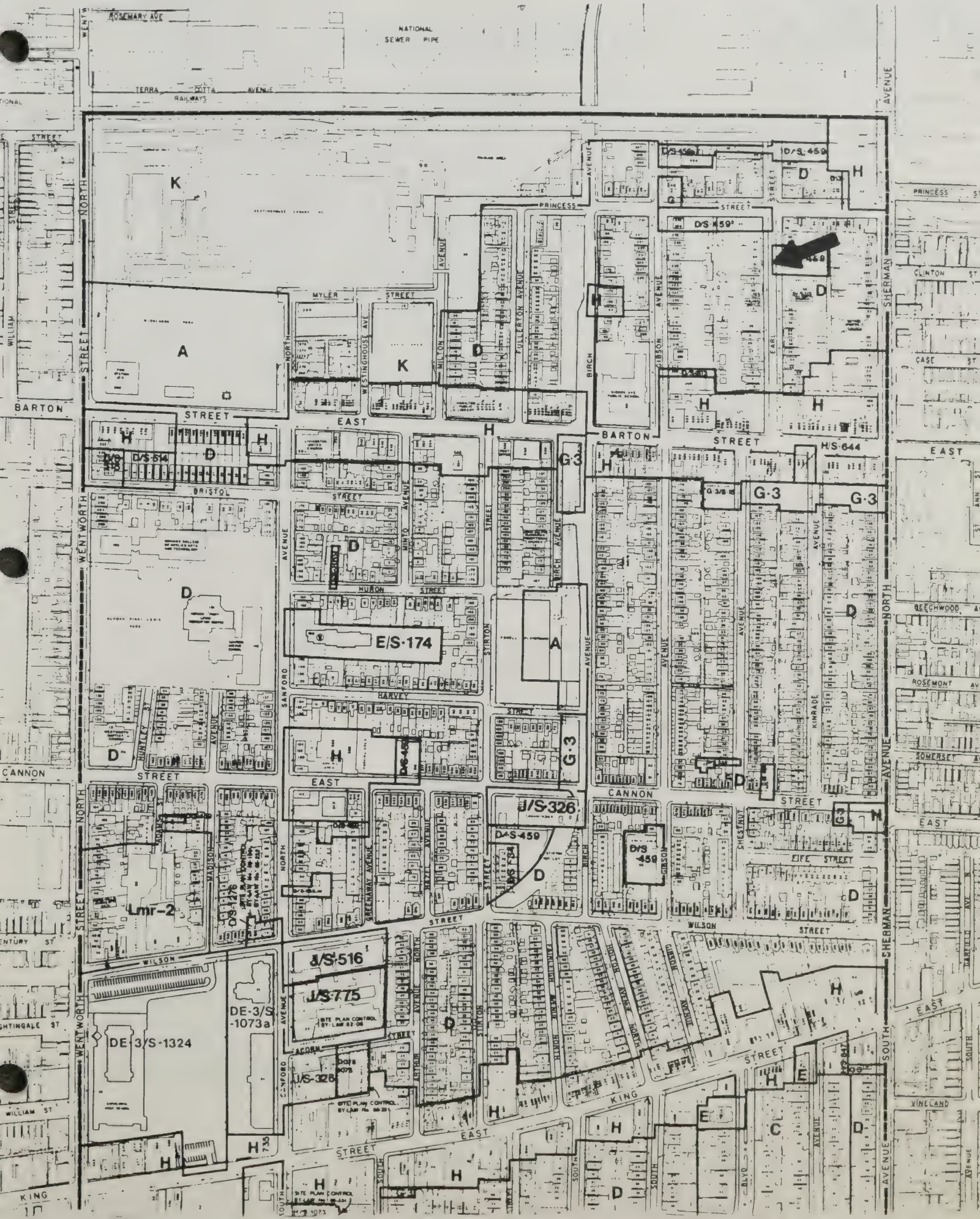
In accordance with the present City Council policy, the property owner would be required to continue to pay $20.00 to the City annually for insurance and administrative costs.

BACKGROUND:

In 1992, staff approved an application by the owner of the property at No. 51 Earl Street to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1992 May 25.

The owner of the property has now requested that the existing agreement be amended to allow two vehicles to be parked partially on the City boulevard in front of this house. Staff has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. The entire front yard was hard surfaced over five years ago, thus the "50 percent landscaping by-law" is not applicable. Therefore, staff concurs with the request.

CVB/MBH/smg
c.c. P. Noé Johnson, City Solicitor


ROSEMARY AVE
NATIONAL SEWER PIPE
TERRA COTTA AVENUE
RAILWAYS
PRINCESS STREET
MYLER STREET
BARTON STREET EAST
BRISTOL STREET
MURON STREET
HARVEY STREET
CANNON STREET EAST
WILSON STREET
KING STREET EAST
NORTH WENTWORTH STREET
SOUTH WENTWORTH STREET
NORTH SHERMAN AVENUE
SOUTH SHERMAN AVENUE
FULLERTON AVENUE
WESTINGHOUSE AVE
MINTO AVENUE
STYRON AVENUE
SANFORD AVENUE
BIRCH AVENUE
GIBSON AVENUE
EARL KITCHENER AVENUE
KINRADE AVENUE
ACORN AVENUE
MADISON AVENUE
HUNTLEY AVENUE
MACNAB AVENUE
CHESTNUT STREET
FIFE STREET
CLINTON ST
CASE ST
BEECHWOOD AV
ROSEMONT AV
SOMERSET AV
VINELAND AVENUE
A
K
D
H
G-3
E/S-174
J/S-326
J/S-516
J/S-775
J/S-328
D/S-459
D/S-644
Lmr-2
DE-3/S-1324
DE-3/S-1073a
SITE PLAN CONTROL BY-LAW 82-06

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 16
File No. TEC-117-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 342 John Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of John Street North commencing at a point 25 feet north of Strachan Street East and extending to a point 33 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Nancy Cowan, 342 John Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

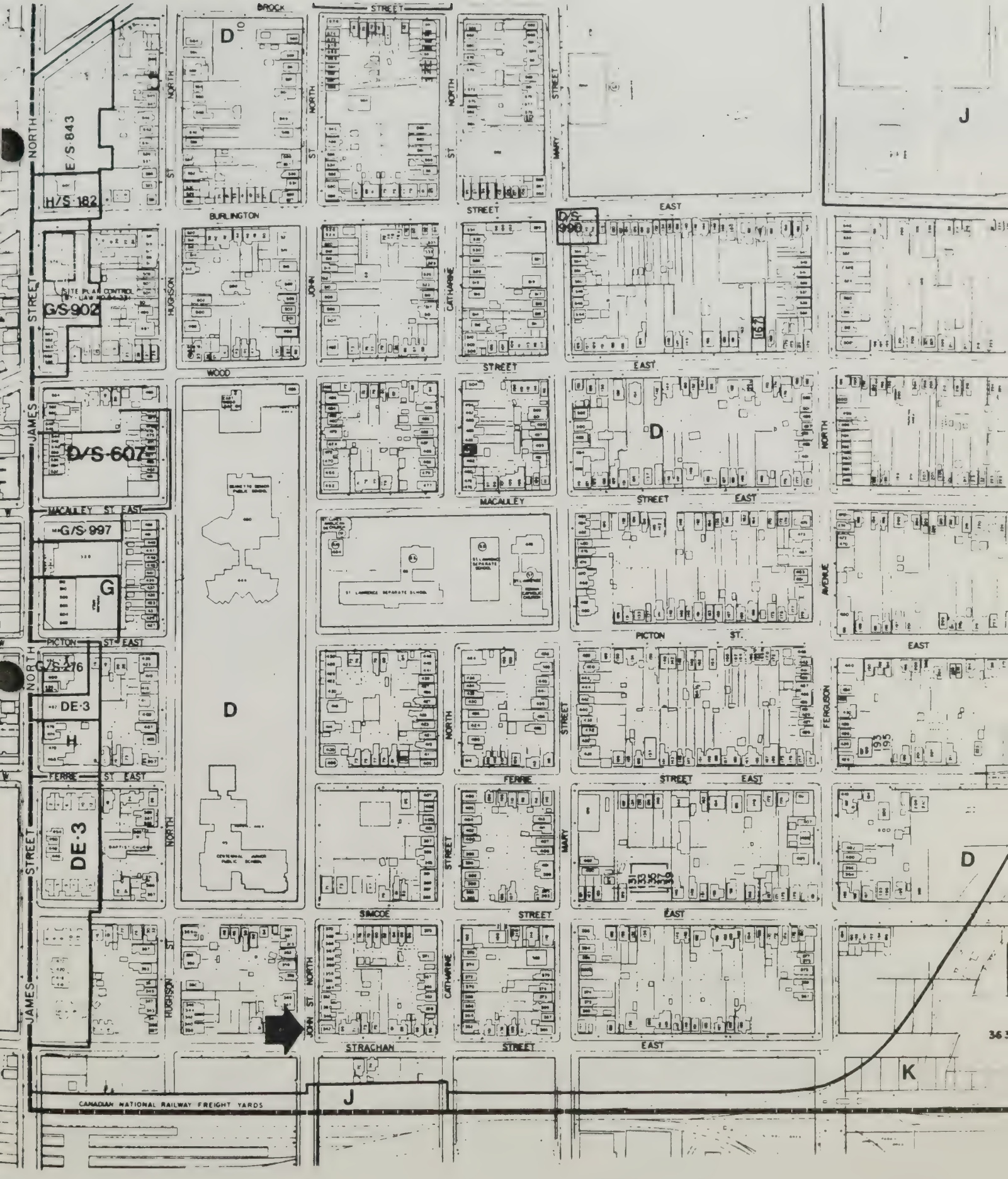
BACKGROUND:

Staff has received a request from Ms. Nancy Cowan, 342 John Street North, that a reserved "Permit Parking" space be implemented on the east side of John Street North in front of her home since she is disabled.

John has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Cowan possesses a valid permit and further investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/kg


JAMES STREET NORTH
HUGHSON ST NORTH
JOHN ST NORTH
CATHARINE STREET NORTH
MARY STREET
FERGUSON AVENUE
BROCK STREET
BURLINGTON STREET EAST
WOOD STREET EAST
MACAULEY ST EAST
PICTON ST EAST
FERRIE STREET EAST
SIMCOE STREET
STRACHAN STREET EAST
CANADIAN NATIONAL RAILWAY FREIGHT YARDS
E/S-843
H/S-182
G/S-902
D/S-607
G/S-997
G/S-276
DE-3
D/S-998
D
J
K
G
H
193
195

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 09
File No. TEC-110-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: London Street South, south of Main Street East - Parking Regulations

RECOMMENDATION:

That the duration of the parking meters on the west side of London Street South, south of Main Street East, be revised from one hour to two hours and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

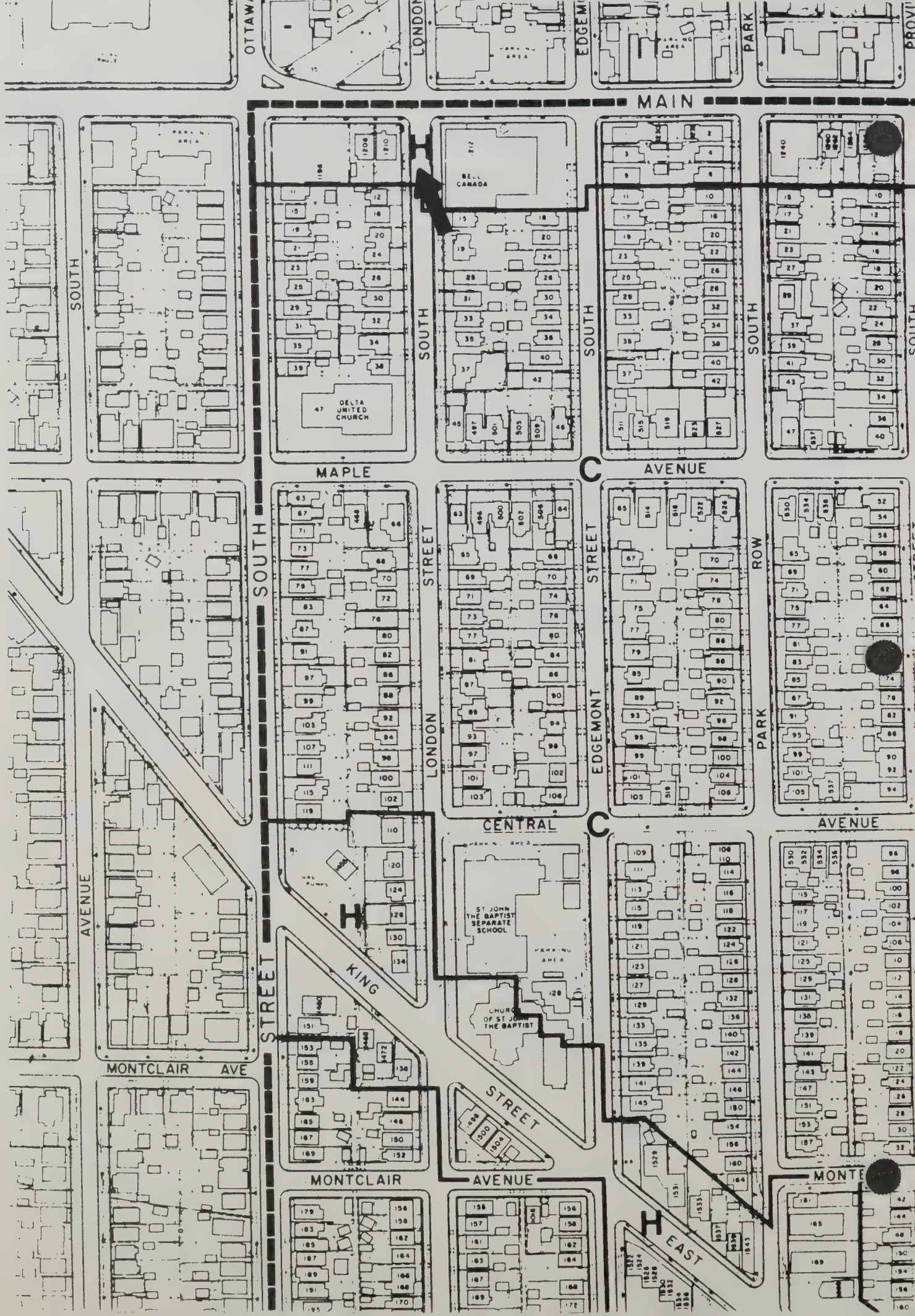
The Hamilton Parking Authority advises that sufficient funds are available in their 1997 budget to cover the cost of replacing the subject meters and that the necessary materials are in stock.

BACKGROUND:

Staff has received a request from Drs. Michael Patrick and Edward Ksiazek, 1210 Main Street East, to replace the two existing one hour parking meters on London Street South, adjacent to their Dental Practice, with two hour meters, for the benefit of their patients.

A review of the area indicates that there are no other businesses in the immediate vicinity which would be adversely affected by the change, and therefore staff concurs with the request.

CVB/MBH/pb


MAIN
MAPLE
AVENUE
CENTRAL
AVENUE
MONTCLAIR AVE
MONTCLAIR AVENUE
KING STREET
EAST
SOUTH
STREET
LONDON
EDGEMONT
PARK
ROW
BELL CANADA
DELTA UNITED CHURCH
ST JOHN THE BAPTIST SEPARATE SCHOOL
CHURCH OF ST JOHN THE BAPTIST

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 18
File No. TEC-122-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Balmoral Avenue North, south of Barton Street East - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Balmoral Avenue North commencing at a point 245 feet south of Barton Street East and extending to a point 140 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

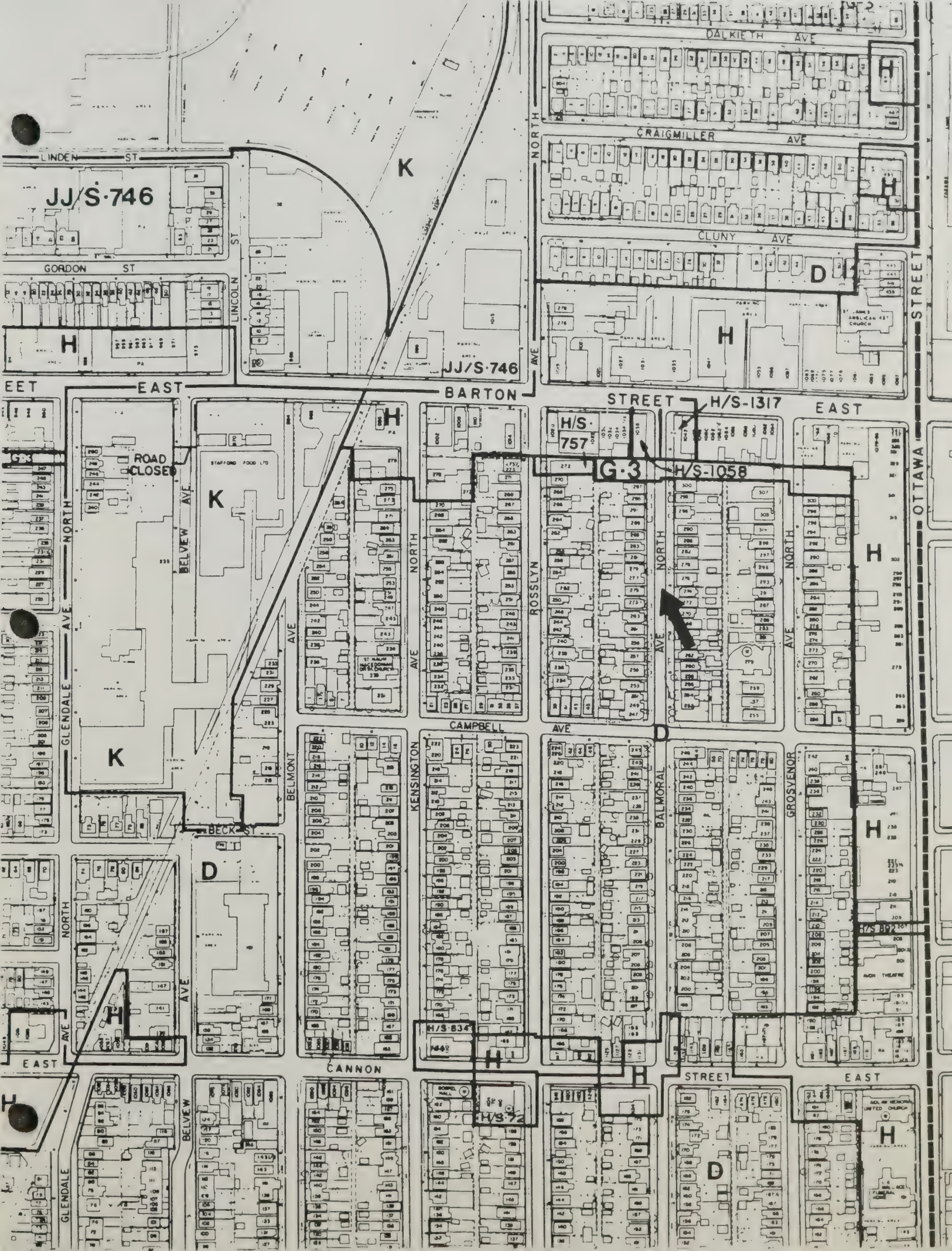
BACKGROUND:

Staff has received a request from Mr. Fisher, 279 Balmoral Avenue North, that a "No Parking" regulation be implemented on the west side of Balmoral directly in front of 277, 279, 281, 283, 285 and 289 Balmoral Avenue North.

Balmoral has a 24 foot pavement width, and presently there is an "Alternate Side Parking" regulation on the street in this area.

Mr. Fisher advises that non-residents doing business on Barton tend to park in front of the subject homes which obstructs access to the residents' driveways. An investigation has revealed that the curb space abutting each of these homes is insufficient to accommodate a parked vehicle. Staff recently contacted five of the six residents abutting the area of the proposed regulation, and all of the residents contacted were in favour of the "No Parking" regulation. Therefore, since 83 percent of the immediately abutting residents support the regulation, and since there will be no reduction in legal available parking on the street, staff concurs with the request.

CVB/MBH/kg


DALKIETH AVE
CRAIGMILLER AVE
CLUNY AVE
NORTH
STREET
OTTAWA
LINDEN ST
JJ/S-746
GORDON ST
LINCOLN ST
K
H
D
G-3
H/S-1317
H/S-1058
H/S-757
EAST
BARTON
ROAD CLOSED
BELVIEW AVE
GLENDALE AVE
ROSSLYN AVE
CAMPBELL AVE
BECK ST
BELMONT AVE
KENSINGTON AVE
BALMORAL AVE
GROSVENOR AVE
H/S-834
CANNON
H/S-72

26(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 18
File No. TEC-120-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Sirente Drive - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Sirente Drive commencing 65 feet south of the south curb line of Sirente Drive and extending to a point 34 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

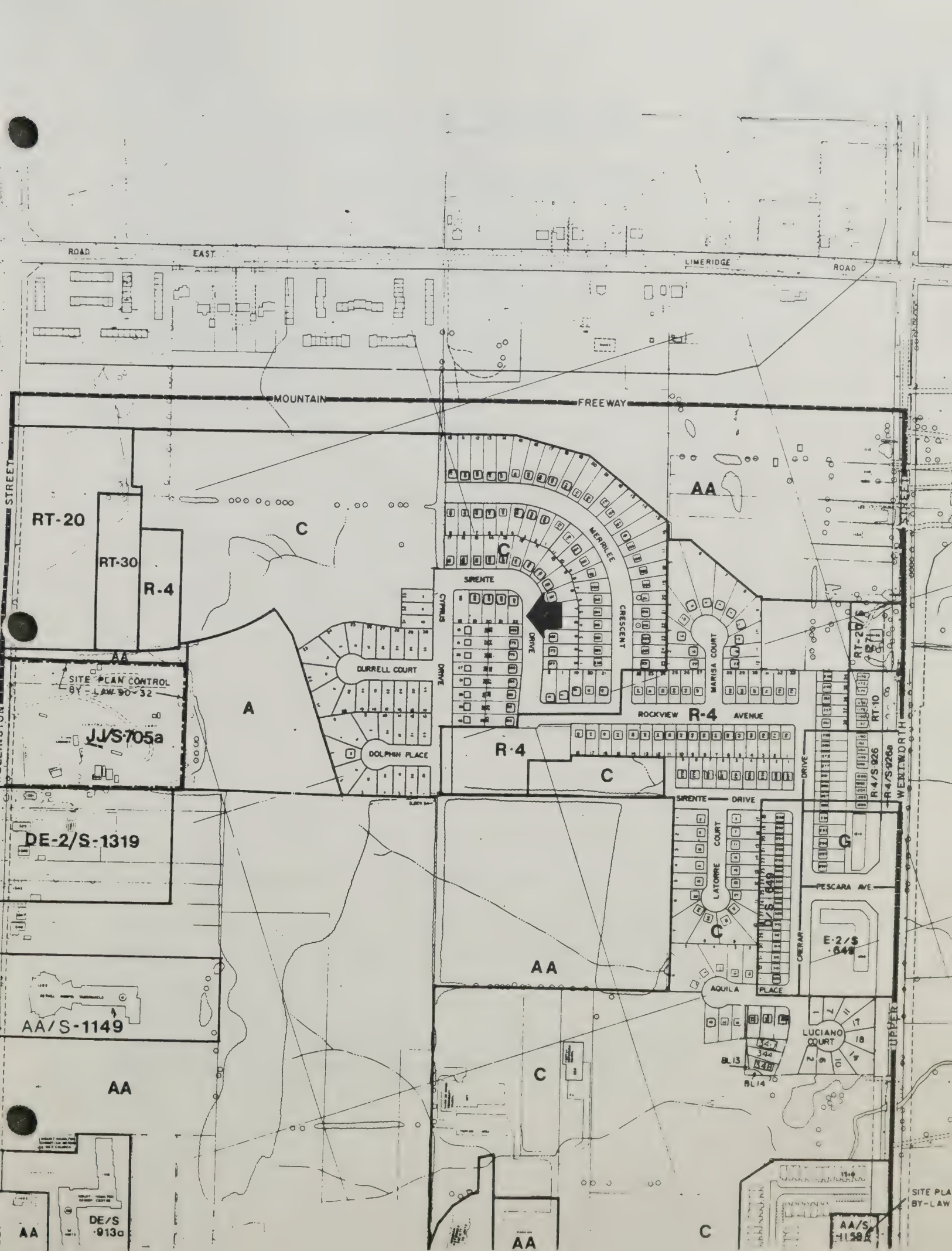
BACKGROUND:

Alderman Terry Anderson has advised of a request from Mrs. DiLeonardo, 138 Sirente Drive, that a "No Parking" regulation be implemented on the west side of Sirente adjacent to No. 142 Sirente Drive to facilitate two-way traffic flow while residents are accessing the "Super Mail Boxes." Staff has been advised by Mrs. Clarke, the owner of No. 142 Sirente Drive, that she supports the implementation of the requested regulation.

Sirente has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff has confirmed that parked vehicles on both sides of the street in this area do obstruct two-way traffic flow to some degree.

The implementation of the requested regulation will result in the loss of one legal on-street parking space. However, since parking would be permitted on both sides of the street for the remainder of the block and since all residents on this street have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/smg


ROAD
EAST
LIMERIDGE
ROAD
MOUNTAIN
FREEWAY
STREET
RT-20
RT-30
R-4
AA
C
A
SITE PLAN CONTROL BY-LAW 90-32
JJ/S-705a
DE-2/S-1319
AA/S-1149
DE/S -913a
MERRILEE CRESCENT
SIRENTE DRIVE
CYRILS DRIVE
DURRELL COURT
DOLPHIN PLACE
MARISA COURT
ROCKVIEW AVENUE
R-4
RT-20/S-871
RT-10
R4/S-926
R4/S-926a
WENTWORTH
SIRENTE DRIVE
LATORRE COURT
R/S 648
E-2/S -648
PESCARA AVE
AQUILA PLACE
LUCIANO COURT
BL13
BL14
UPPER

2(a)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 16
File No. TEC-116-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 488 Catharine Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Catharine Street North commencing at a point 166 feet north of Macauley Street East and extending to a point 27 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Herculano Ferraz, No. 488 Catharine Street North.

Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Herculano Ferraz, tenant of No. 488 Catharine Street North, that a reserved "Permit Parking" space be implemented on the east side of Catharine Street North in front of his home, since he is disabled.

Catharine has a 28-foot pavement width, and presently there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Ferraz possesses a valid permit and further investigation has revealed that there is no suitable alternative parking area available on private property. Staff has been advised by Mr. Antonnio Santos, owner of No. 488 Catharine Street North that he supports the implementation of a "Permit Parking" space directly in front of his property for use by his tenant, Mr. Ferraz. Therefore, staff concurs with the request.

CVB/MBH/smg


E/S-28
D
D10
J
E/S-843
H/S-182
BROCK
STREET
BURLINGTON
NORTH
ST
EAST
D/S-990
G/S-902
WOOD
JOHN
CATHARINE
HUGHSON
JAMES
D/S-607
MACAULEY
MACAULEY ST. EAST
G/S-997
G
PICTON
PICTON ST. EAST
G/S-276
DE-3
H
FERRIE
FERRIE ST. EAST
SIMCOE
MARY
FERGUSON
AVENUE
ST. LAWRENCE SEPARATE SCHOOL
CENTRAL PUBLIC SCHOOL
STRACHAN
CANADIAN NATIONAL RAILWAY FREIGHT YARDS
K
363
367

26(B)(i)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 20
File No. TEC-125-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 202 Sherman Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Clinton Street commencing at a point 27 feet east of Sherman Avenue North and extending to a point 20 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Kenneth Oliphant, No. 202 Sherman Avenue North.

L. Lutt-England
for D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

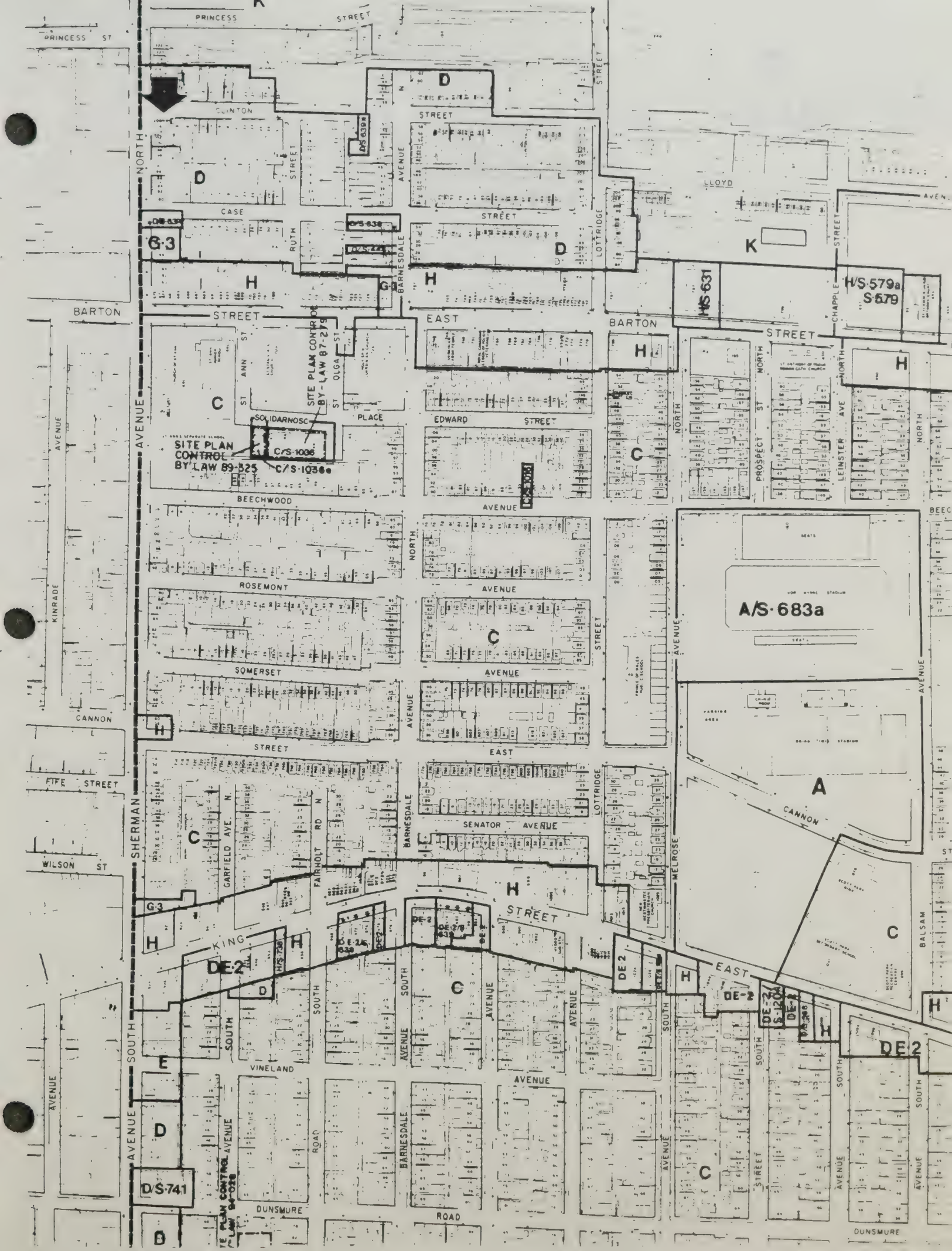
Staff has received a request from Mr. Kenneth Oliphant, No. 202 Sherman Avenue North, that a reserved "Permit Parking" space be implemented on the south side of Clinton Street adjacent to No. 208 Sherman Avenue North, since he is disabled.

Clinton has a 24-foot pavement width, and presently there is an "Alternate Side Parking" regulation on the street in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved "Permit Parking" space on a year round basis. However, Mr. Oliphant has advised that he requires the space on the south side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the south side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Oliphant possesses a valid permit. An investigation has revealed that there is no suitable parking area available on the private property.

Staff has been advised by Mr. Carlo D'Alessio, owner of No. 208 Sherman Avenue North that he supports the implementation of a "Permit Parking" space adjacent to his property for use by Mr. Oliphant. Therefore, staff concurs with the request.

MBH.
CVB/MBH/smg


PRINCESS ST
PRINCESS STREET
CLINTON STREET
CASE STREET
RUTH AVENUE
BARNESDALE AVENUE
LOTTRIDGE STREET
LLOYD AVEN
CHAPPLE STREET
H/S-631
H/S-579a
S-579
BARTON STREET
BARTON STREET EAST
ANN ST
OLGA ST
SITE PLAN CONTROL BY-LAW 87-279
SOLIDARNOSC
PLACE
EDWARD STREET
SITE PLAN CONTROL BY-LAW 89-325
C/S-1006
C/S-1036
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
PROSPECT ST NORTH
LEINSTER AVE NORTH
KINRADE AVENUE
CANNON STREET
FIFE STREET
WILSON ST
SHERMAN AVENUE SOUTH
GARFIELD AVE N.
FAIRHOLT RD N.
SENATOR AVENUE
MELROSE AVENUE
A/S-683a
CANNON
BALSAM
KING STREET EAST
DE-2
VINELAND AVENUE SOUTH
BARNESDALE ROAD
D/S-741
DUNSMURE ROAD
SITE PLAN CONTROL BY-LAW 84-028

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 10
File No. TEC-111-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Locheed Drive and Embassy Drive - Intersection Control

RECOMMENDATION:

That eastbound traffic on Embassy Drive be required to stop for northbound and southbound traffic on Locheed Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

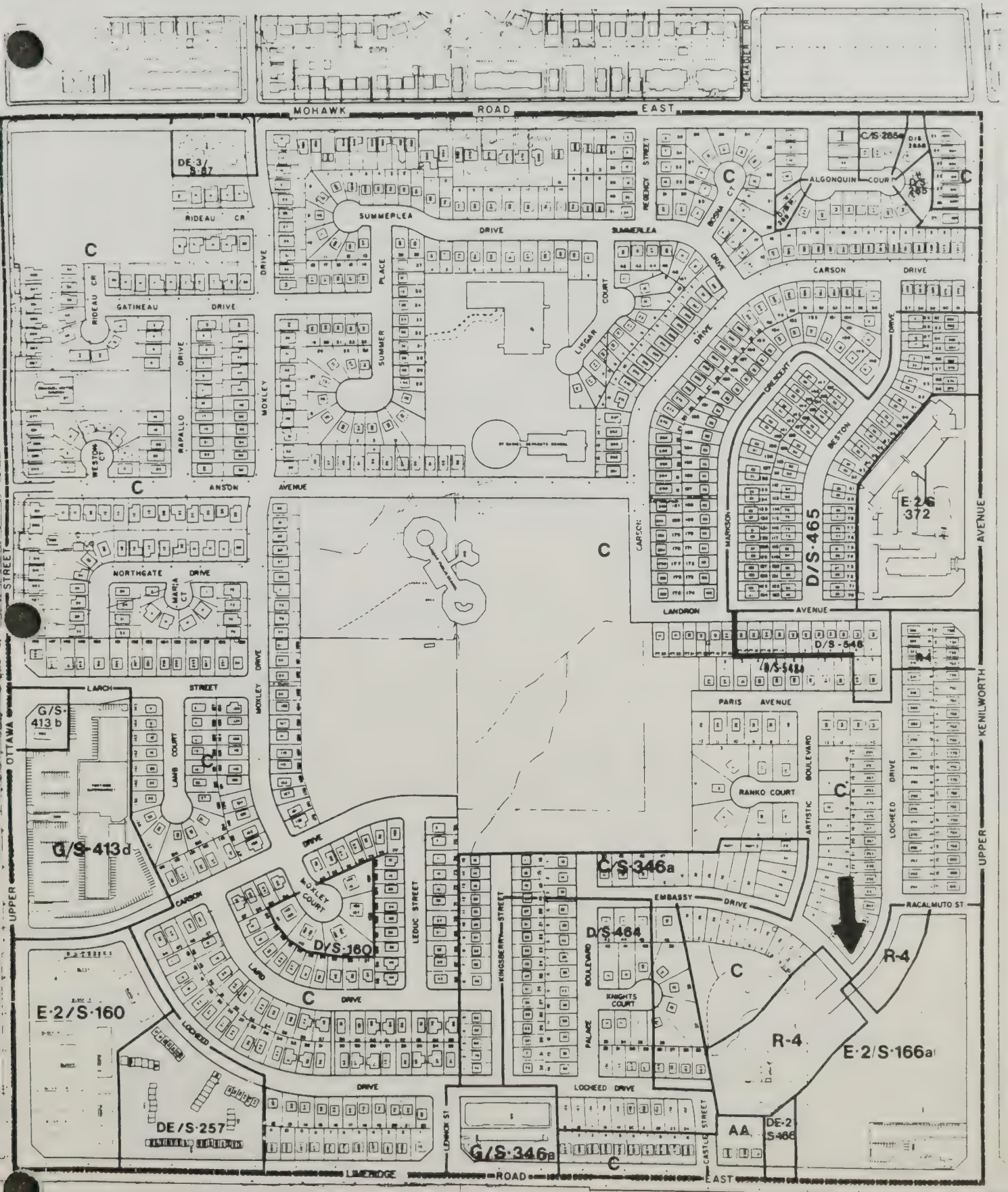
BACKGROUND:

Alderman Tom Jackson has advised of a request from Laurie Brooks, 207 Locheed Drive, that three-way stop control be implemented at the intersection of Locheed and Embassy. The subject intersection is a new "T" type intersection, and presently, there are no intersection control signs. Records indicate that there have been no reported collisions at this intersection since its construction.

Staff has concluded that all-way stop control would not be appropriate at this intersection due to the bend in the roadway on Locheed and since northbound and southbound traffic on Locheed is presently required to stop one block north of the subject intersection at Racalmuto, which is only approximately 300 feet north of Embassy. However, staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable right-hand-rule which may not be clearly understood by all motorists.

In view of the above, staff recommends that eastbound traffic on Embassy be required to stop for northbound and southbound traffic on Locheed.

CVB/MBH/smg


MOHAWK ROAD EAST
SUMMERLEA DRIVE
SUMMERLEA PLACE
SUMMERLEA COURT
RIDEAU CR
GATINEAU DRIVE
WESTON CT
RAPALLO DRIVE
MOXLEY DRIVE
ANSON AVENUE
ALGONQUIN COURT
CARSON DRIVE
LISGAR DRIVE
CRESCENT
BESTON
MARKSON
LANDRON AVENUE
D/S-465
E-2/S-372
NORTHGATE DRIVE
MARIA CT
CARSON
OTTAWA STREET
UPPER
KENILWORTH AVENUE
LARCH STREET
G/S-413b
G/S-413d
LAMB COURT
MOXLEY COURT
D/S-160
LEDUC STREET
KINGSDERRY STREET
D/S-548
PARIS AVENUE
RANKO COURT
ARTISTIC BOULEVARD
LOCKHEED DRIVE
C/S-346a
EMBASSY DRIVE
RACALMUTO ST
D/S-464
KNIGHTS COURT
PALACE BOULEVARD
R-4
E-2/S-160
E-2/S-166a
DE/S-257
G/S-346a
LOCKHEED DRIVE
UNION ST
CASTLEFRANK STREET
AA
DE-2/S-466
LIMEBRIDGE ROAD EAST

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 18
File No. TEC-119-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Carson Drive and Kingsberry Street, Carson Drive and Palace Boulevard and Carson Drive and Paris Avenue - Intersection Control

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Carson Drive and Kingsberry Street; and

b) That northbound traffic on Palace Boulevard be required to stop for eastbound and westbound traffic on Carson Drive; and

c) That westbound traffic on Paris Avenue be required to stop for northbound and southbound traffic on Carson Drive; and

d) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

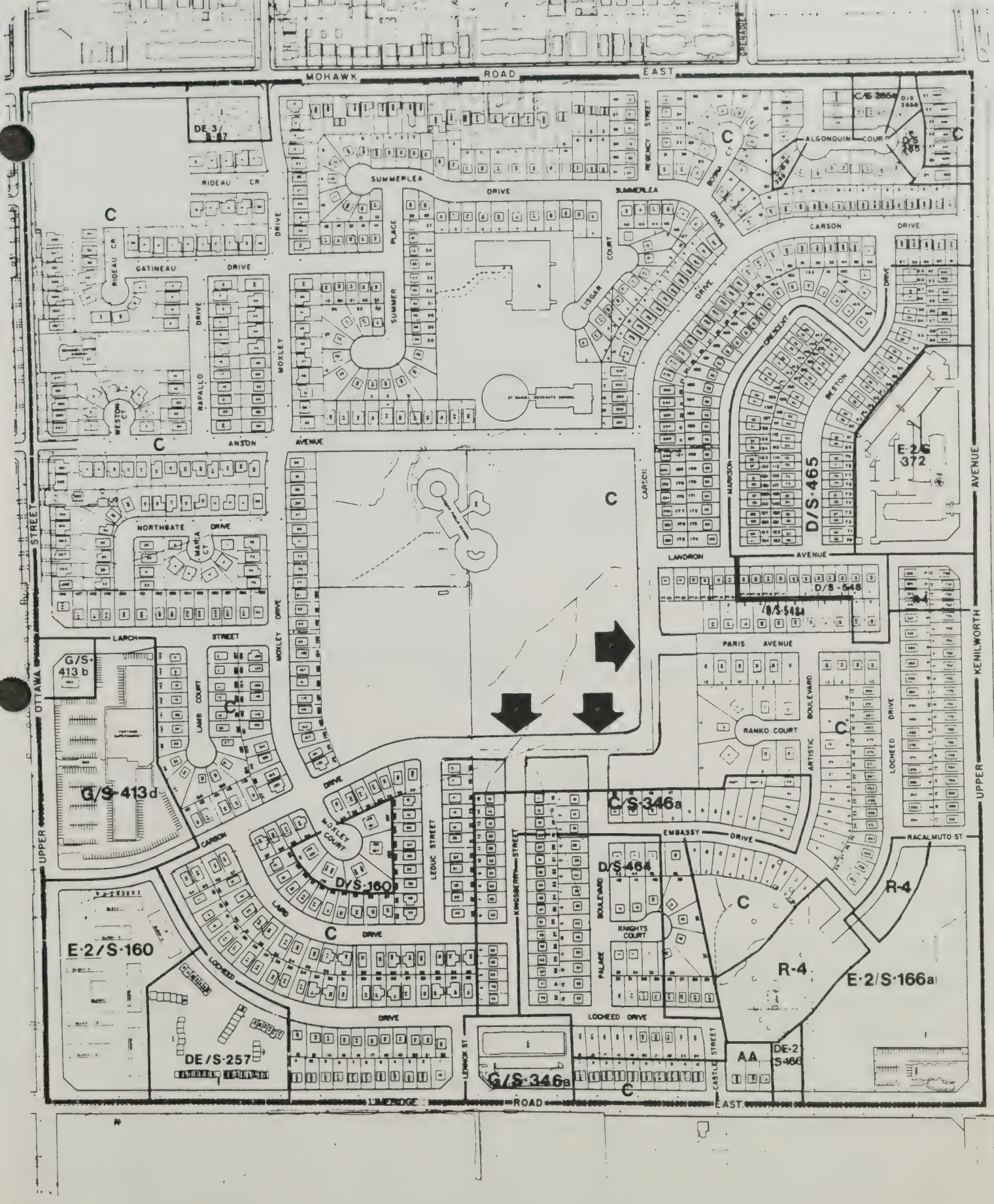
Alderman Bob Charters has advised of a request from Ms. Michelle Vaughan, 56 Carson Drive, that three-way stop control be implemented at the intersection of Carson and Kingsberry and that stop control be implemented at the intersections of Carson and Palace and Carson and Paris. Carson was recently extended and now connects the southerly and northerly portions of this neighbourhood.

The intersection of Carson and Kingsberry is a "T" type intersection, and presently, there are no intersection control signs. The subject intersection meets at least one of the criteria respecting the use of all-direction stop control, since it is an intersection of two collector roadways for the neighbourhood. Therefore, staff concurs with the request.

The intersections of Carson and Palace and Carson and Paris are both "T" type intersections, and presently, there are no intersection control signs at either intersection.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule," which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Palace be required to stop for the eastbound and westbound traffic on Carson and that the westbound traffic on Paris be required to stop for northbound and southbound traffic on Carson.

CVB/MBH/smg


MOHAWK ROAD EAST
SUMMERLEA DRIVE
SUMMERLEA PLACE
SUMMERLEA DRIVE
REGENCY STREET
ALGONQUIN COURT
CARSON DRIVE
RIDEAU CR
GATINEAU DRIVE
RIDEAU CR
DRIVE
MOXLEY DRIVE
RAPALLO DRIVE
WESTON CT
ANSON AVENUE
SUMMER
LISGAR COURT
DRIVE
CRESCENT
BESTON
MARKSON
LANDRON AVENUE
D/S-465
E-2/S-372
NORTHGATE DRIVE
MARIA CT
CARSON
D/S-548
D/S-548a
PARIS AVENUE
RANKO COURT
ARTISTIC BOULEVARD
LOCHEED DRIVE
OTTAWA STREET
UPPER KENILWORTH AVENUE
LARCH STREET
G/S-413 b
LAMB COURT
G/S-413d
MOXLEY COURT
D/S-160
LEDUC STREET
KINGSBERRY STREET
C/S-346a
EMBASSY DRIVE
RACALMUTO ST
D/S-464
BOULEVARD
KNIGHTS COURT
PALACE
R-4
E-2/S-160
LOCHEED DRIVE
DE/S-257
LENNOX ST
G/S-346a
CASTLE STREET
AA
DE-2/S-466
E-2/S-166a
LIMEBRIDGE ROAD EAST

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 20
File No. TEC-124-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Central Avenue and Tragina Avenue South - Intersection Control

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Central Avenue and Tragina Avenue South and that the City Traffic By-law 89-72 be amended accordingly.

C. Lutt-England
for D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

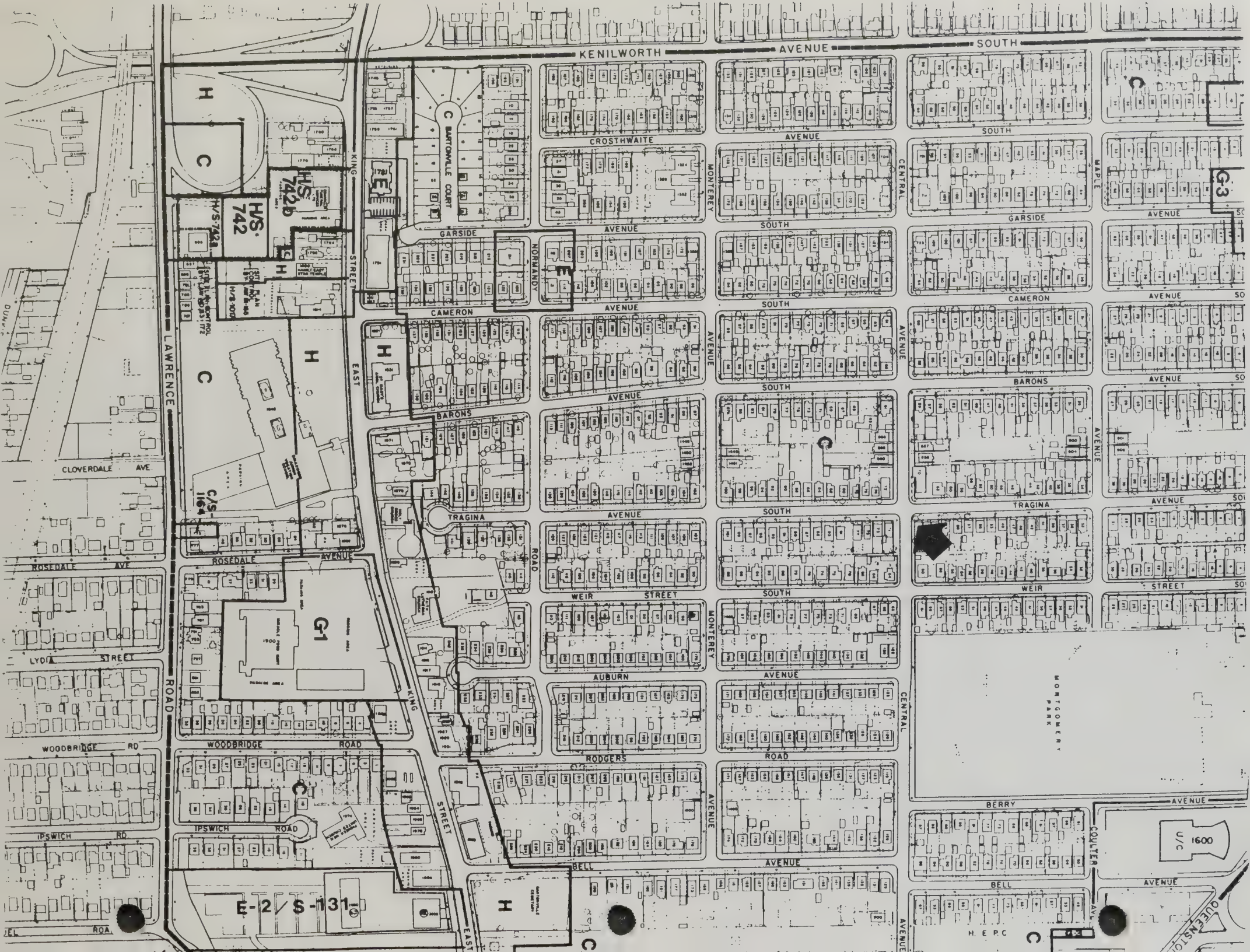
BACKGROUND:

Alderman Dave Wilson has advised staff of a request from Ms. Loretta Purser, 105 Tragina Avenue South, that four-way stop control be implemented at the intersection of Central and Tragina due to poor visibility caused by shrubs and fences on three of the four corners of the intersection. Staff has also received a request for all-way stop control from another area resident.

The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Tragina is required to stop for eastbound and westbound traffic on Central. Records indicate that there have been three reported collisions at this intersection in the past seven years.

Staff has concluded that visibility is poor at three of the four corners of this intersection, and therefore, concurs with the request for all-way stop control at the intersection of Central and Tragina.

CVB/MBH/kg


KENILWORTH AVENUE SOUTH
LAWRENCE ROAD
EAST
KING STREET
CENTRAL MONTEREY
MAPLE
CROSTHWAITE AVENUE
GARSIDE AVENUE
CAMERON AVENUE
BARONS AVENUE
TRAGINA AVENUE
WEIR STREET
AUBURN AVENUE
RODGERS ROAD
BELL AVENUE
BERRY AVENUE
COULTER AVE.
CLOVERDALE AVE.
ROSEDALE AVENUE
LYDIA STREET
WOODBRIDGE ROAD
IPSWICH ROAD
NORMANDY
BARTONVILLE COURT
QUEENSTON
MONTGOMERY PARK
H.E.P.C.
U/C 1600
HVS-742
HVS-742a
C/S-116
E-2/S-131
G-1
G-3

2(B)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 26
File No. TEC-129-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Rupert Court and Rushdale Drive - Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of Rupert Court and Rushdale Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

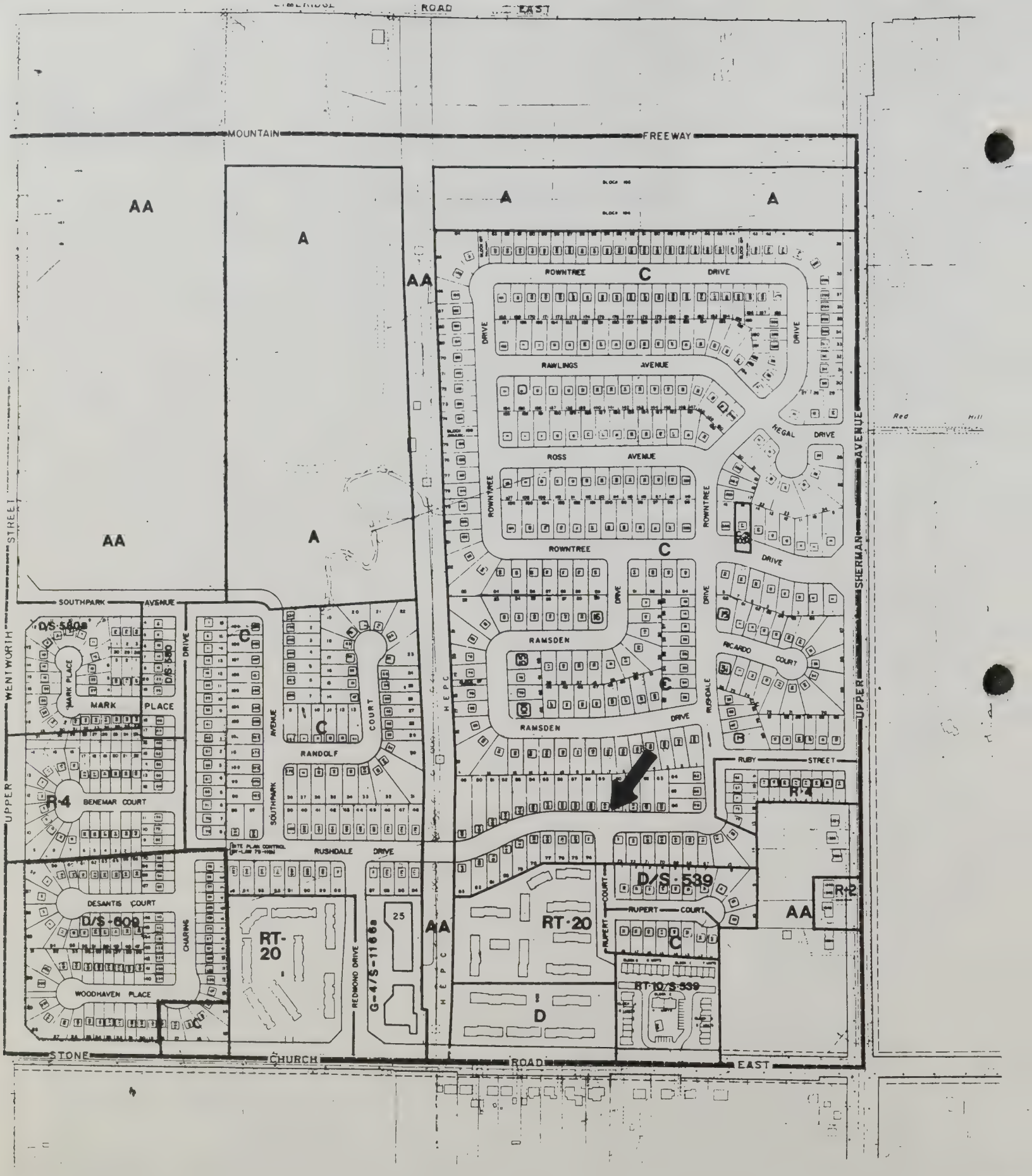
BACKGROUND:

Alderman Terry Anderson has advised of a request that three-way stop control be implemented at the intersection of Rupert Court and Rushdale Drive.

The subject intersection is a "T" type intersection, and presently northbound traffic on Rupert is required to stop for eastbound and westbound traffic on Rushdale. Records indicate that there have been no reported collisions at this intersection in the past several years.

There are no stop signs on Rushdale between Rowntree and Redmond, a distance of approximately 1,950 feet. Staff has concluded that, although the intersection of Rupert and Rushdale does not meet the criteria for all-way stop control, it would be a suitable location for an eastbound/westbound stop on Rushdale. Therefore, staff concurs with the request.

CVB/MBH/smg


ROAD
EAST
MOUNTAIN
FREEWAY
AA
A
A
AA
A
AA
A
ROWNTREE
C
DRIVE
DRIVE
DRIVE
RAWLINGS
AVENUE
REGAL
DRIVE
ROSS
AVENUE
ROWNTREE
ROWNTREE
ROWNTREE
C
DRIVE
RAMSDEN
C
RAMSDEN
DRIVE
RICARDO
COURT
RUSHDALE
DRIVE
RUBY
STREET
R-4
SOUTHPARK
AVENUE
D/S-580
D/S-580
DRIVE
MARK PLACE
MARK
PLACE
C
C
AVENUE
COURT
RANDOLF
SOUTHPARK
R-4
BENEMAR COURT
SITE PLAN CONTROL
BY-LAW 79-198
RUSHDALE
DRIVE
DESANTIS COURT
D/S-609
CHARING
RT-
20
REDMOND DRIVE
G-4/S-1166
25
AA
HEPC
RT-20
D/S-539
COURT
RUPERT
COURT
RUPERT
C
AA
R-2
RT-10/S-539
WOODHAVEN PLACE
D
STONE
CHURCH
ROAD
EAST
WENTWORTH
STREET
UPPER
SHERMAN
AVENUE
UPPER

2(b)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 18
File No. TEC-121-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Eastbound right turn lane designation on Limeridge Road East, west of Upper Sherman Avenue

RECOMMENDATION:

That the south curb lane of Limeridge Road East, commencing at Upper Sherman Avenue and extending to a point 50 meters westerly therefrom be designated as a right turn lane, and that the City Traffic By-law 89-72 be amended accordingly.

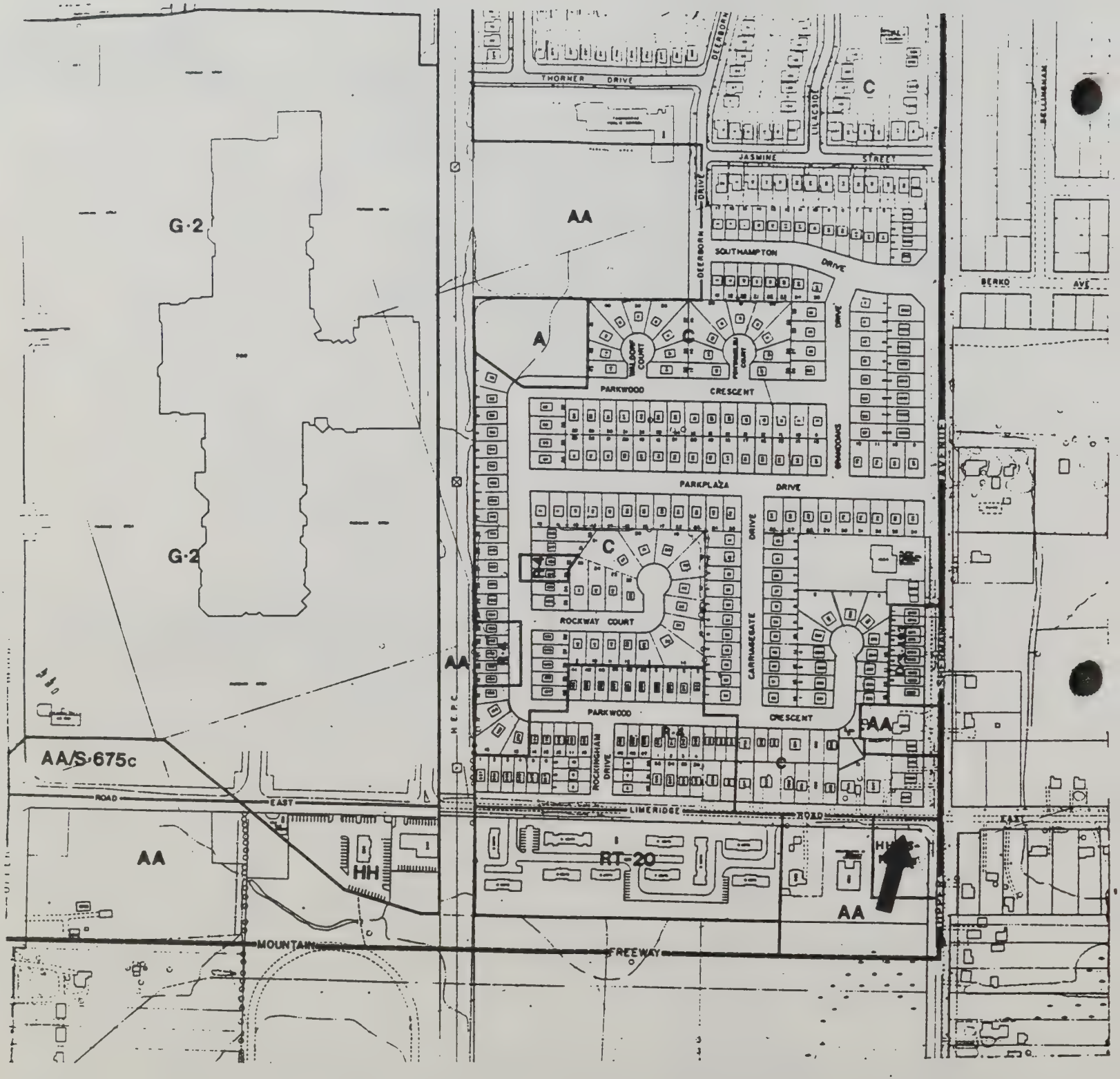
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

As part of a proposal to discourage through traffic along Limeridge Road when the East/West Freeway is opened to traffic in the Fall, a "bump-out" will be constructed on Limeridge east of Upper Sherman and traffic will be reduced to one lane in each direction. Therefore, it would be appropriate to designate the south curb lane of Limeridge west of Upper Sherman as a right turn lane.

CVB/MBH/smg



65	18	98
16	130	96
33	118	112

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

THORNER

ZONING

Neighbourhood Boundary

Zoning Boundary

SCALE

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton - Wentworth

PLANNING UNIT NO. 7203

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 25
File No. TEC-128-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Butler Drive - Traffic Safety Issues

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the north and east sides of Butler Drive commencing at a point of 117 east of the east curb line of Butler Drive and extending to a point 55 feet north of the north curb line of Butler Drive; and

b) That southbound traffic on Amherst Circle be required to stop for eastbound and westbound traffic on Butler Drive; and

c) That the City Traffic By-law #89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

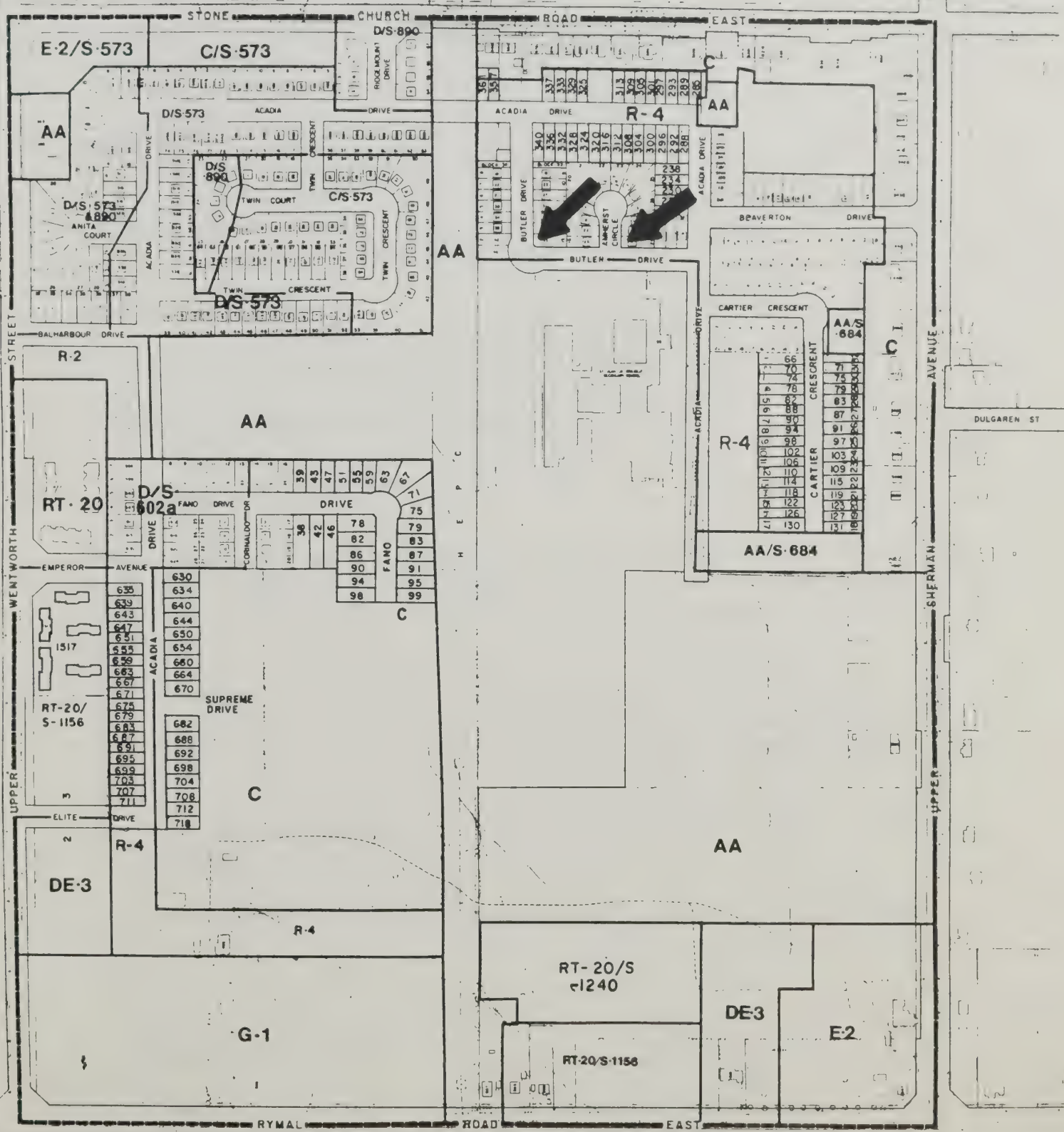
At a recent public meeting attended by Alderman Henry Merling, Alderman Terry Anderson and several area residents, concerns regarding traffic safety on Butler were expressed.

In addition to safety measures already undertaken, staff is recommending that southbound stop control be implemented at the "T" type intersection of Butler and Amherst.

Also, there is a 90 degree turn in the roadway on Butler and staff is recommending that parking be prohibited on the inside of this curve to facilitate two-way traffic and improve visibility at this location. The abutting property owner, Mr. Windsor, 43 Butler Drive, has advised that he supports this request. Also, the implementation of the proposed "No Parking" regulation will provide a pick-up area adjacent to the "super mail box."

The implementation of the "No Parking" regulation will result in a loss of six on-street parking spaces. However, since virtually all residents in this area have available off-street parking, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/smg


STONE CHURCH ROAD EAST
E-2/S-573
C/S-573
D/S-890
D/S-573
AA
R-4
ACADIA DRIVE
BUTLER DRIVE
BEAVERTON DRIVE
CARTIER CRESCENT
AA/S-684
R-2
RT-20
D/S-602a
EMPEROR AVENUE
FANO DRIVE
CORNALDO DR
SUPREME DRIVE
RT-20/S-1156
1517
ELITE DRIVE
DE-3
G-1
RT-20/S-1240
RT-20/S-1158
E-2
DULGAREN ST
WENTWORTH STREET
SHERMAN AVENUE
UPPER
RYMAL ROAD EAST
H E P C

2(B)(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 18
T103 50 1306 J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreement, 235 East 15th Street

(R-97-51)

RECOMMENDATION:

That the application of the Greek Orthodox Church, owner of 235 East 15th Street, to erect and maintain the encroachment of a landing measuring 0.8m x 4.0m and steps measuring 3.35m x 4.0m onto the road allowance of East 15th Street, be approved, subject to the following;

a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

c) That the applicant pay a first year fee $252 and a subsequent annual fee of $20.

for D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

1997 June 18

Encroachment Agreement
233 East 15th Street

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the Greek Canadian Orthodox Community of Hamilton and District to erect and maintain concrete steps, measuring 3.35m x 4.0m and a landing, measuring 0.8m x 4.0m encroaching onto the road allowance of East 15th Street. The Church is situated on the corner of East 15th and Brucedale and the applicant is proposing to construct a wheelchair ramp on private property abutting Brucedale Avenue thereby requiring an alternative access on East 15th Street.

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC:

cc: A. Ross, City Treasurer

"

2(B)(iv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 19
T103-23 (5) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Our Lady of the Angels Festival (R-97-52)

RECOMMENDATION:

That the application of St. Mary's Catholic Church to temporarily close Park Street North between Colbourne Street and Mulberry Street and Sheaffe Street between Park Street and the east limit of Sheaffe Street, on the following dates:

Friday 1997 August 8 from 6:30 pm to 11:00 pm,
Saturday 1997 August 9, from 7:00 pm to 2:00 am Sunday 1997 August 10,
Sunday 1997 August 10 from 6:00 pm to 11:00 pm,

to hold the Our Lady of the Angels Festival, be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

ii) That the applicant provide proof of $5,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

Cont'd...

Our Lady of the Angels Festival

1997 June 19

Cont'd...

iv) That all barricading be supplied by and at the expense of the applicant;

v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic at the expense of the applicant;

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

ix) That the applicant be granted extension to the City of Hamilton Noise By-Law 79-292 and contract a City of Hamilton Noise By-Law Officer to be in attendance throughout the event, at the expense of the applicant;

x) That the LLBO be advised that the Council of the Corporation of the City of Hamilton is aware of the Our Lady of the Angels St. Mary's Portuguese Parish Festival being held on 1997 August 8th, 9th and 10th at St. Mary's Green Area, 25 Sheaffe Street, and deems this event to be a Community Festival of municipal significance, and as such has no objection to the issuance of a Special Occasion Permit for this event.

"

cont'd...

1997 June 19

Our Lady of the Angels Festival

cont'd...

for D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from St. Mary's Catholic Church to temporarily close Park Street North between Colbourne Street and Mulberry Street and Sheaffe Street between Park Street and the east limit of Sheaffe Street, on Friday 1997 August 8 from 6:30 pm to 11:00 pm, Saturday 1997 August 9, from 7:00 pm to 2:00 am Sunday 1997 August 10, and Sunday 1997 August 10 from 6:00 pm to 11:00 pm, to hold their annual Our Lady of the Angels Festival.

The applicant is requesting an extension of the City of Hamilton Noise By-Law to allow music to be played until 2:00 am on 1997 August 9. A Noise By-Law Officer will be in attendance on that designated evening and the applicant will be responsible for this cost.

Since Regional Police Services will provide safety for all participants and the Department of Public Works and Traffic will provide the appropriate signing this Department can support the application. All municipal costs for this event will be the responsibility of the applicant.

JKC:

cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services

Z(8)(iv)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 17
S701-79, M.P. Sabelli, C.E.T.
S718-63 P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **1997 Servicing Expenditures Related to Subdivisions**
(R-97-12)

RECOMMENDATION:

a) That the portion of Section 17 of the 6-95 Report of the Transport an Environmental Services Committee adopted by City Council May 9, 1995 which refers to the approval of engineering schedules for "RIDGEVIEW ESTATES - PHASE 3", Hamilton, be deleted.

b) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"ALLISON ESTATES - PHASE 3 ", Hamilton,

City's Share $ -NIL-, Owner's Share $223,828.62.

"RIDGEVIEW ESTATES - PHASE 3 ", Hamilton,
(Revised Schedules "E" and "F")

City's Share $ -NIL-, Owner's Share $116,374.89.

c) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Allison Estates - Phase 3", Hamilton and "Ridgeview Estates - Phase 3", Hamilton and any other related documents for these Subdivisions subject to the approval of the City Solicitor.

cont'd...

cont'd...

d) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

e) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

D. Lobo
Commissioner
of Public Works and Traffic

for J.D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial requirements for these developments.

"

cont'd...

cont'd...

BACKGROUND:

"ALLISON ESTATES - PHASE 3"

On 1993 February 9, City Council in adopting Section 10 of the 3rd Report of the Planning and Development Committee approved the proposed draft of subdivision for "Allison Estates", under the condition that the Owner, 200 Rymal Road Inc. (Anthony DiSilvestro) enter into a subdivision agreement with the City of Hamilton. "Allison Estates - Phase 3" is a smaller portion of the original approved draft plan.

The owners wish to proceed with the development of "Allison Estates - Phase 3" at this time which will result in the creation of twenty-seven (27) lots for single family dwellings.

An estimate of the costs have been calculated in accordance with current City cost sharing policy and there will be no City share for this development.

The lands of "Allison Estates - Phase 3" are located on the south side of Rymal Road East and west of the proposed extension of Upper Wellington Street in the Allison Planning Neighbourhood.

"RIDGEVIEW ESTATES - PHASE 3"

The Schedules of works approved by City Council May 9, 1995 need to be revised at this time for the inclusion in the City of Hamilton subdivision agreement. The Region has improved a portion of Stone Church Road East and Upper Wentworth Street adjacent to this Phase of development where the owner was originally required to install City sidewalks, culverts and granular approaches for this subdivision. The owner is now required to install concrete apron approaches along with the sidewalks on Upper Wentworth and Stone Church Road East since the road section has been "Urbanized" to its ultimate configuration.

cont'd...

cont'd...

The Owner of Ridgeview Estates - Phase 3, Valeri Construction Limited, will be executing a Subdivision Agreement, as a condition of draft plan approval with the City in the near future. The development of Ridgeview Estates - Phase 3 will result in the creation of 14 single family residential building lots and one Block for Commercial and multiple family residential development.

This development is located in the Butler Neighbourhood on east side of Upper Wentworth Street and on the south side of Stone Church Road East.

Note: The engineering schedules for the above-noted subdivisions have been prepared by the Developer's Consulting Engineer and have been approved by the Manager of Development of the Regional Environmental Department.

MPS/PS

cc: Finance and Administration Committee
Att: Alderman B. Charters, Chairman
Att: Susan K. Reeder, Secretary

cc: Regional Environment Department
Mr. Jim Thoms, Commissioner
" Mr. G. Paparella, M.C.I.P.

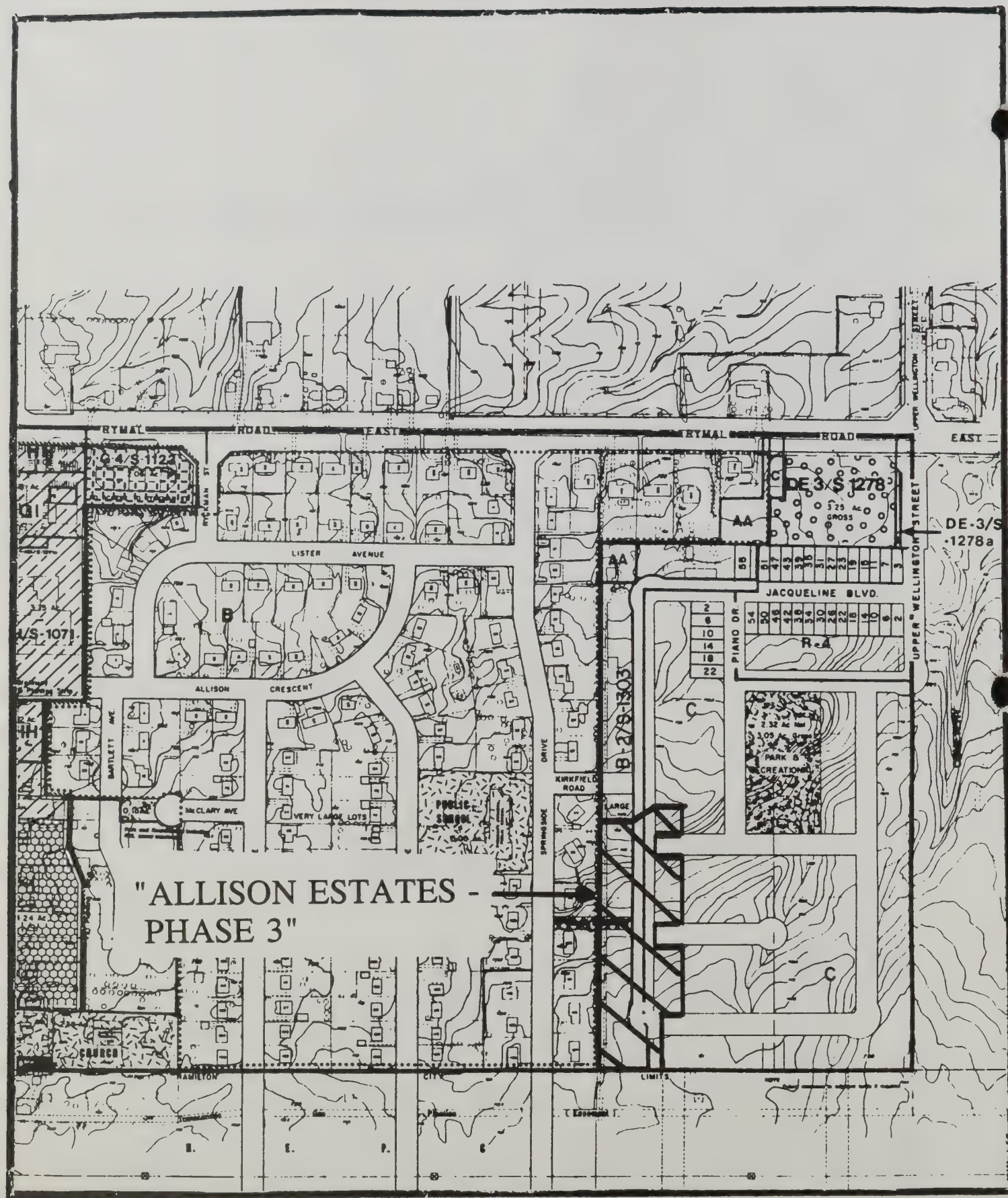
cc: City Treasury Department
A.C. Ross, City Treasury Department
Att: N. Adhya, Manager of Budgets

4 SUBDIVISION EXPENDITURE SUMMARY

1997 SUBDIVSION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
ALLISON ESTATES PHASE 3 200 RYMAL ROAD INC. URBEX ENGINEERING LIMITED W. BRUCE CLARK, O.L.S. FILE NO. S701-79 M. P. SABELLI, C.E.T.	27 LOTS HAMILTON	COUNCIL 93 FEB 09 P & D 03-93 SECTION 10	Catch Basins & Connections		$0.00			
			Curbs & Sidewalks		$0.00			
			Finished Roads		$0.00			
			Sewers & Watermains		$0.00			
			Seeding/Sodding		$0.00			
			Street Lighting		$0.00			
			Dead End Barricades		$0.00			
			Fencing		$0.00			
			TOTAL			$0.00	$223,828.62	$223,828.62
RIDGEVIEW ESTATES PHASE 3 VALERI CONSTRUCTION LIMITED URBEX ENGINEERING LIMITED W. BRUCE CLARK, O.L.S. FILE NO S718-63 P. STRONG	14 LOTS 1 BLOCK HAMILTON	COUNCIL 78-03-28 P&D 10-78 ITEM NO 17(b)	Catch Basins & Connections		$0.00			
			Curbs & Sidewalks		$0.00			
			Finished Roads		$0.00			
			Sewers & Watermains		$0.00			
			Seeding/Sodding		$0.00			
			Street Lighting		$0.00			
			Dead End Barricades		$0.00			
			Fencing		$0.00			
			TOTAL		$0.00	$0.00	$116,374.89	$116,374.89
TOTALS:					$0.00	$0.00	$340,203.51	$340,203.51

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



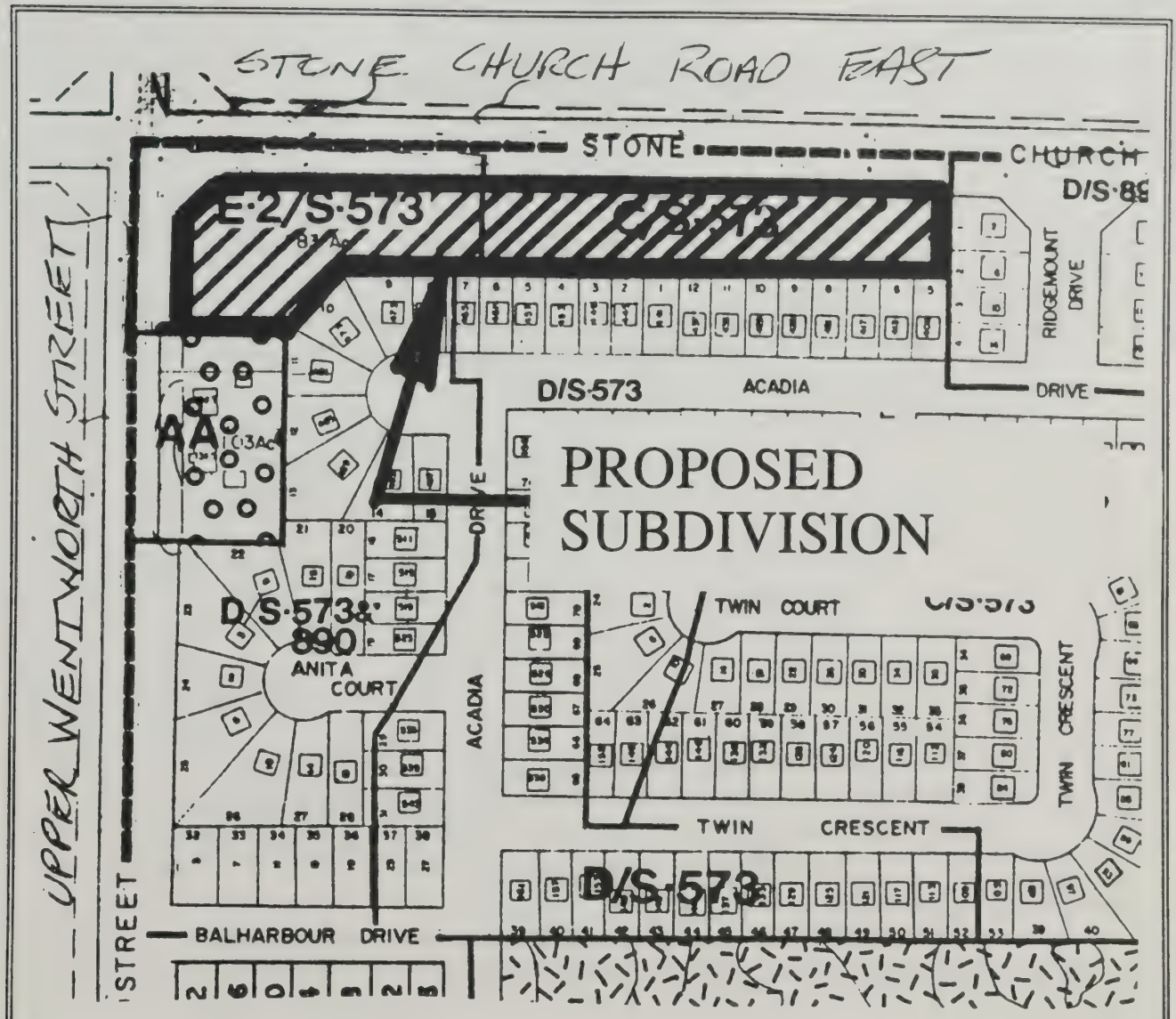
ALLISON

KEY PLAN

NTS

NORTH

APPROVED PLAN



CITY OF HAMILTON
PLANNING DEPARTMENT

BUTLER

APPROVED PLAN

NORTH

SCALE 0 100 m 50 m

19

LOCATION PLAN

"RIDGEVIEW ESTATES - PHASE 3", HAMILTON

SUBLIST/DISC

2(B)(iv)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 23
T103-69 (48) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Outdoor Cafe
22 Haymarket Street (R-97-54)

RECOMMENDATION:

a) That the application of J. Dimas, proprietor of Yannis Restaurant, 22 Haymarket Street, to establish an Outdoor Boulevard Cafe in front of 22 Haymarket Street, measuring 1.52m' x 5.79m and 1.52m x 4.87m onto the Haymarket Street road allowance, be approved, subject to the following conditions:

i) That the applicant enter into a Boulevard Cafe agreement in a form satisfactory to the Commissioner of Transportation and the City Solicitor;

ii) That the applicant pay the processing and registration fee of $1116 and a first year annual fee of $400 plus taxes, if applicable;

iii) That the applicant provide proof of $5,000,000 public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iv) That the applicant occupy the licensed area of the boulevard from May 1 to October 31 of each year of the agreement, and that all furniture, equipment, etc. be removed from the road allowance at all other times.

cont'd...

1997 June 23

Proposed Outdoor Cafe
22 Haymarket Street

cont'd...

v) That the applicant provide access for the physically disabled utilizing the Barrier Free Design Standards adopted by Council on 1994 October 25:

b) That the Mayor and City Clerk be authorized and directed to execute the Boulevard Cafe Agreement.

for D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

A processing and registration fee of $1116 is required for Outdoor Boulevard Cafe Agreements. An annual fee is established based on 10% of 50% of the fair market value by the City Clerk's Department, Real Estate Division. Yannis Restaurant will utilize 52.5 metres squared of public road allowance which will require an annual fee of $400.

BACKGROUND:

A request has been received from J.Dimas, owner of Yannis Restaurant at 22 Haymarket Street to establish an outdoor boulevard cafe on the Haymarket Street road allowance. The applicant proposes to utilize one portion of the road allowance measuring 1.52m x 5.19m and a second portion of road allowance measuring 1.52m x 4.87m. These proposed areas would provide for eight (8) tables seating 16 patrons.

cont'd...

1997 June 23

Proposed Outdoor Cafe
22 Haymarket Street

cont'd...

The practice of this Department concerning applications for outdoor boulevard cafes is to circularize to the businesses and residents in the area, the affected municipal departments and public utility companies for comments and concerns.

The results of the circularization are as follows;

Total number circularized to area residents/businesses:

In favour 13 Opposed 0 No response 187

Municipal Departments
no objection

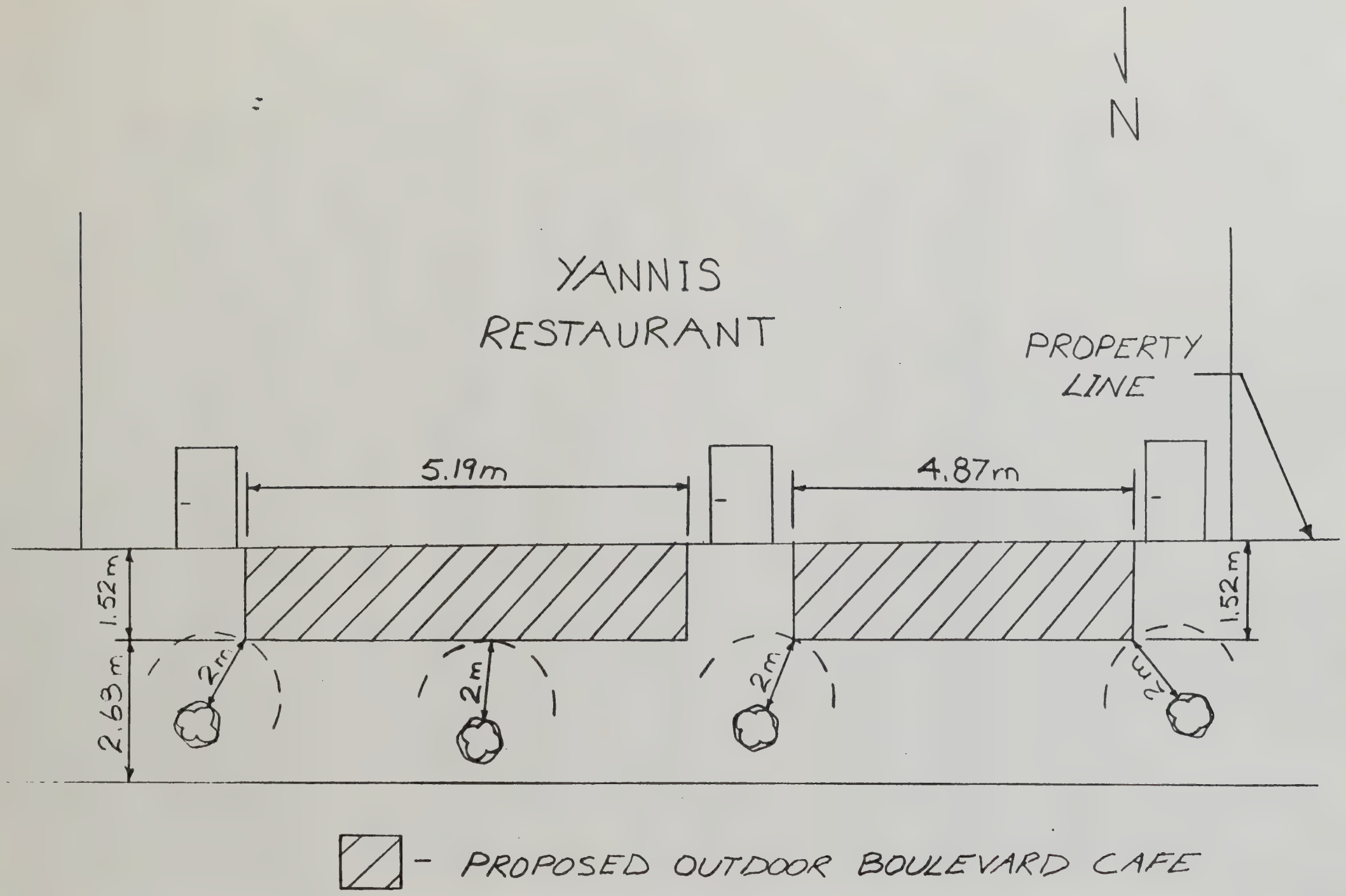
Public Utility Companies
no objection

On 1986 May 27, Council approved that fees for seasonal licences shall be based on a 10% return of fair market value of the licensed area (subject to review regularly), pro-rated for a six month period from May 1st to October 31st inclusively. All encroachments are to be removed during the remaining 6 month period.

Yannis Restaurant will utilize 52.5 metres squared of public road allowance and, based on the formula approved by Council on 1986 May 27 (10% of 50% of the fair market value), will pay an annual fee of $400.

As there were no negative comments received, this Department is in favour of the request.

JKC:
cc: Mayor R. Morrow
cc: Alderman V. Agro
cc: Alderman Wm McCulloch
cc: Alderman G. Copps, Chairperson Pathways Committee
cc: A Ross, City Treasurer



- PROPOSED OUTDOOR BOULEVARD CAFE

NOTE: THIS IS NOT A PLAN OF SURVEY

Z(BX)(V)(E)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 23
T103-23 5 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Hess Village "Acoustafest" (R-97-53)

RECOMMENDATION:

That the application of the Ragin Cajun Restaurant (805715 Ont.Ltd.), located at 13 Hess Street South, to close Hess Street between George Street and King Street from 10:30 am on Friday 1997 August 15 to 12:00 noon on Monday 1997 August 18, to hold the Hess Village "Acoustafest", be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

ii) That the applicant provide proof of $5,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant;

Cont'd...

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation;

ix) That the applicant be granted extension to the City of Hamilton Noise By-Law 79-292 and contract a City of Hamilton Noise By-Law Officer to be in attendance throughout the event, at the expense of the applicant;

x) That the LLBO be advised that the Corporation of the City of Hamilton is aware of the application for a Temporary Extension of Liquor Licence submitted by the Ragin Cajun, 13 Hess Street South, in conjunction with the Hess Village "Acoustafest" to take place 1997 August 15, 16, 17 and that the City has no objection to the issuance of a Temporary Extension of Liquor Licence for this event.

for D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

1997 June 23

Hess Village Acoustafest

Cont'd...

BACKGROUND:

A request has been received from the Ragin Cajun restaurant, located at 13 Hess Street South, to close Hess Street between George Street and King Street to hold the Hess Village "Acoustafest". The street will be closed from 10:30 am on 1997 August 15 to 12:00 noon on 1997 August 18 to accommodate a stage which will feature local artists performing original acoustic music.

The applicant is also requesting permission to serve alcohol on the road allowance. The City, through the Clerks Department, is aware of this request for a "Temporary Extension of Liquor Licence and has no objection to the issuance of the extension permit.

As well, the applicant is requesting an extension of the City of Hamilton Noise By-Law to allow music to be played until midnight on the Friday and Saturday evenings. A Noise By-Law Officer will be in attendance throughout the event and the applicant will be responsible for this cost.

Regional Police Services will provide appropriate security for this event and the Department of Public Works and Traffic will post 2 "Temporary Road Closure" signs. The applicant will be responsible for these costs.

As no objections from any municipal departments have been received and as this type of event has taken place in Hess Village on numerous occasions, this Department is in favour of the event.

JKC:
cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services
cc: G. Kirchnopf, Department of Public Works and Traffic
cc: F. Westaway, Department of Public Works and Traffic
cc: S. Reeder, City Clerks

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 2nd

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

"

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
1997 June 26	Commissioner of Public Works and Traffic	1997 City Construction Program Status and Schedule as of 1997 June 13	1997 June 25
1997 June 24	Commissioner of Public Works and Traffic/ Director of Culture and Recreation	Chedoke Golf Course	1997 June 25

Kevin C. Christenson, Secretary
1997 July 2nd

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1997

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

NOTICE OF MEETING

URBAN MUNICIPAL

AUG 18 1997

GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 August 18
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) To Stop-up, Close and Sell a Portion of Upper Horning Road, Omni Boulevard East to Stone Church Road

   (b) To Stop-up, Close and Sell the Portion of the North/South Alley at the Rear of Number 85 Mountain Avenue
   Offer to Purchase (Highway Closure) Alleyway rear of 85 Mountain Avenue
   Gerard Martin and Marie Mcmanus

   (c) To Sell a Portion of Closed Greenhill Avenue and Newlands Road

   (d) Proposed Widening of Centennial Parkway and Construction of a Traffic Circle on Cascade Drive

   (e) Intersection of Berkindale Avenue and Sylvester
   Alderman C. Collins

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) **PUBLIC WORKS DIVISION**

      (i) Canada/Ontario Infrastructure Works Program (COIW)

(ii) 1997 Road and Sidewalk Improvement Programme Request for Additional Funding

(b) **TRAFFIC DIVISION**

Intersection of Normandy Road and Auburn Avenue - Intersection Control

4. **ALDERMAN T. JACKSON**

Public Walkway - 98 Milkyway
Alderman T. Jackson

5. **PRIVATE AND CONFIDENTIAL AGENDA**

6. **OTHER BUSINESS**

7. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the T&E Cte.	1996 April 1	Commissioner of Public Works and Traffic	Report Back
3.	Just Desserts - No. 1400 Upper James Street - Outdoor Patio	1996 June 17	Roads Dept. Staff	Report Back
4.	Installation of Bus Shelters in Gore Park following the installation of the Gore Park Fountain	1996 June 17	Commissioner of Traffic and Environmental Services	Report Back
5.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
6.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
7.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic	Update the Committee of New Developments
8.	Intersection of Chesley Street and Chester Avenue Intersection Control	1997 January 20	Ald. F. D'Amico	Delegation to appear
9.	Proposed Road Closure: Angela Avenue from Scenic Drive Westerly	1997 March 3	Commissioner of Public Works and Traffic	Tabled until after the comments of the Niagara Escarpment Commissioner are received.
10.	Backlit Advertising Panels on Bell Canada Exterior Public Payphones	1997 April 21	Commissioner of Public Works and Traffic	Report to be prepared
11.	Mud Tracking	1997 May 5	Commissioner of Public Works and Traffic	Report Back
12.	Graffiti Prevention, Prohibition and Abatement By-law	1997 June 16	City Solicitor	Prepare a Draft By-law and report
13.	Public Walkway between No. 98 Milkyway Drive and No. 131 Trenholme Crescent	1997 June 16	Ald. T. Jackson	Tabled
14.	Intersection of Berkindale Drive and Sylvester Street	1997 June 16	Ald. C. Collins	Tabled
15.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back

Kevin C. Christenson, Secretary
August 18th, 1997

1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 6
S609-01 K. Lau

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: By-Law to Stop-Up, Close and Sell a Portion of Upper Horning Road East of Omni Boulevard (R-97-66)

RECOMMENDATION:

a) That the appropriate By-Law be prepared to the satisfaction of the City Solicitor for the stop-up, close and sale of a portion of Upper Horning Road designated as Part 5 on Plan 62R-9295 be forwarded to City Council for enactment.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The funds derived from the sale of the above mentioned City lands be credited to Account No. CH4X501 00102 (Reserve for Property Purchases {Sales}).

(cont'd pg 2)

BACKGROUND:

The City Council at it's meeting on 1997 June 24 adopted Item 2 of the 7th Report of the Transport and Environment Committee to stop-up, close and sell a portion of Upper Horning Road East of Omni Boulevard designated as Part 5 on Plan 62R-9295. City Council also authorized the sale of this land to DiCenzo Construction Company Limited and Sunshine Construction Inc. by adopting Item 33 of the same Report.

This closure has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this by-law in order to complete the sale.

sk:KML
Encl.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

CESSION 3
ROAD
OTS 54 AND 55

NTWORTH

50 m

)R

SCHEDULE				
PART	INSTRUMENT No.	LOT	CONCESSION	AREA
1	325264 C.D.	55	3	33.3 m^2
2				0.239 ha
3	189019 H.L.			0.199 ha
4				39.4 m^2
5	[illegible] AND [illegible] C.D.	55		0.051 ha
6	UPPER HORNING ROAD AND 255275 C.D.	54,55 ROAD ALLOW. BETWEEN LOTS 54 AND 55		0.206 ha
7				88 m^2

PLAN 62R-9295
RECEIVED AND DEPOSITED
DATE 1988 01 06
V. Mattucci
LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (62)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT
DATE Jan. 9, 1987
M. A. Chidley
M. A. CHIDLEY
REGIONAL SURVEYOR

62R-2971

ANCASTER

54 - 4

55 2

C E L

ANC. 3(c)

DIVISION LINE BETWEEN TOWNSHIPS OF BARTON AND ANCASTER

GURNETT DRIVE
PLAN 62M-500

S.I.B.(824)

N 49°31'10" W (PLAN 62R-2971 AND MEAS.) 90.960

23.310

N17°54'20"E

S.I.B.(1135)

37.895

LOT 68 LOT 69

PLAN 62M-500

LOT 99 LOT 98

INSTRUMENT NO.

PART 2

325264 C.D.

PART 1

S.I.B.(824)

N17°54'20"E

BLOCK 100

SOUTH WEST CORNER OF LOT 21 CONC. 7 TOWNSHIP OF BARTON

STONE CHURCH ROAD

ROAD ALLOWANCE BETWEEN CONCESSIONS 7 AND 8

N17°58'40"E 20.117

S.I.B.

N 71°22'40" W

NORTH WEST CORNER OF LOT 21 CONC. 8 TOWNSHIP OF BARTON

INST. No. 168217 A.B.

N17°54'35"E MEAS.

S.I.B.(824)

PLAN 62M-617

S.I.B.(612)

13.026

N 49°31'10" W 16.185

22.415

N41°18'50"E

S.I.B.

12.204

N 49°31'10" W

WIDENED BY BY-LAW No.83-183 REGISTERED AS INSTRUMENT No. 255275 C.D.

PART 5

N 28°32'00" W 17.478

S.I.B.

N 71°22'40" W 41.133

47.043

N 71°22'40" W 12.862

S.I.B.

N 49°31'10" W 13.917

S.I.B.

WIDENED BY BY-LAW No.83-183 REGISTERED AS INSTRUMENT No. 255275 C.D.

41.178

40.752

N41°18'50"E

N41°18'50"E

PART 3

98.036

N17°41'35"E 4.882

S.I.B.

0.300 WIDE

N 71°22'40" W 90.284

N 71°22'40" W 90.547

N 71°22'40" W 4.115

N 17°41'35" E 0.300

S.I.B.

PART 4

DIVISION LINE BETWEEN TOWNSHIPS OF BARTON AND ANCASTER

PARTS 3 & 4 - ACQUIRED [illegible] THE ROMAN CATHOLIC SCHOOL CORP. OF DIOCESE OF HAMILTON - [illegible] MAY 13TH, 1988 - INST. No. 474872 C.D.

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
DEPARTMENT OF ENGINEERING

[illegible] FIELD BOOK BLOCK 10 PLOT No. [illegible] DATE 87-10-22
[illegible] AUTOCAD SURV. INSTR. 62M-500 617 SUB-DIV. 7017 CHECKED BY [illegible]

APPROVED [signature]
COMMISSIONER OF ENGINEERING

REGIONAL SURVEYOR [signature]

PLAN No. RB-H-356 SURVEYS

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 5 96C-298 R. Lane

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. J. Schatz
City Clerk

D. Lobo
Commissioner of Public Works and Traffic

E. M. Gill, P.Eng.
Senior Director, Roads Division

SUBJECT: Offer to Purchase (Highway Closure)
Alleyway rear of 85 Mountain Avenue
Gerard Martin and Marie McManus
(R-97-67)

RECOMMENDATION:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049:

"the lands composed of part of the alleyway lying between Glenfern and Hillcrest Avenue on the east limit of Registered Plan 272, shown as Part 3 on Registered Plan 62R-14117, comprising an area of 80.40 square metres (865.5 square feet)"; and,

(b) (i) That an Offer to Purchase (Highway Closure), duly executed by Gerard Martin and Marie McManus, on 1997 July 28 and scheduled to close thirty (30) days after the conditions of the Offer have been fulfilled to the satisfaction of the City, being on or before 1997 December 17, for the lands composed of part of the alleyway lying between Glenfern and Hillcrest Avenue on the east limit of Registered Plan 272, shown as Part 3 on Registered Plan 62R-14117, comprising an area of 80.40 square metres (865.5 square feet), rear of 85 Mountain Avenue, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $1 be credited to Account Number CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

(ii) That the closing of the this sale transaction be conditional upon:

(1) the Purchaser agrees to take title subject to such registered easements in favour of the Regional Municipality of Hamilton-Wentworth and Bell Telephone Company;

(2) the Purchaser is required at its expense, to prepare and register all required easement documents with and satisfactory to each Utility;

(iii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor; and,

(iv) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(1) satisfactory notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(2) no appraisal of the fair market value of the real property intended to be sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(3) the City Clerk be authorized and directed to execute and issue a certificate of Compliance in the Form prescribed pursuant to Section 193 of the Municipal Act; and,

c) That the appropriate Stop-up, Close and Sell By-Law, prepared to the satisfaction of the City Solicitor, be forwarded to City Council for enactment.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of $1 derived from the sale of the closed part of the subject alleyway be credited to Account Number CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

On 1997 June 24 in adopting Item 4 of the 7th Report of the Transport and Environment Committee, City Council approved an application to stop-up, close and purchase a portion of the north/south assumed alley at the rear of No. 85 Mountain Avenue and authorized the Manager of Real Estate Division to proceed with the disposition of the lands to the abutting owner.

The subject property consists of a 865.5 square foot parcel of land situated behind 85 Mountain Avenue with a frontage of 53.04 feet on Amelia Street and a depth of 12.02 feet. The purchaser is required to provide a 12 metre easement to the Region for the existing 900 mm combined sewer and to Bell Canada for their overhead plant.

In compliance with the Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

(a) On 1997 June 24, City Council approved Item 4 of the 7th Report of the Transport and Environment Committee declaring the subject lands surplus to the requirements of the City;

(b) That the sale has been publicized in the Hamilton Spectator for four (4) consecutive weeks in accordance with the approved methods of Notice to the Public in Real Property Sales Procedural By-law No. 95-049, and in accordance with Section 300 of the Municipal Act (the highway sale provision). To date, no objections have been received for the subject close and sell.

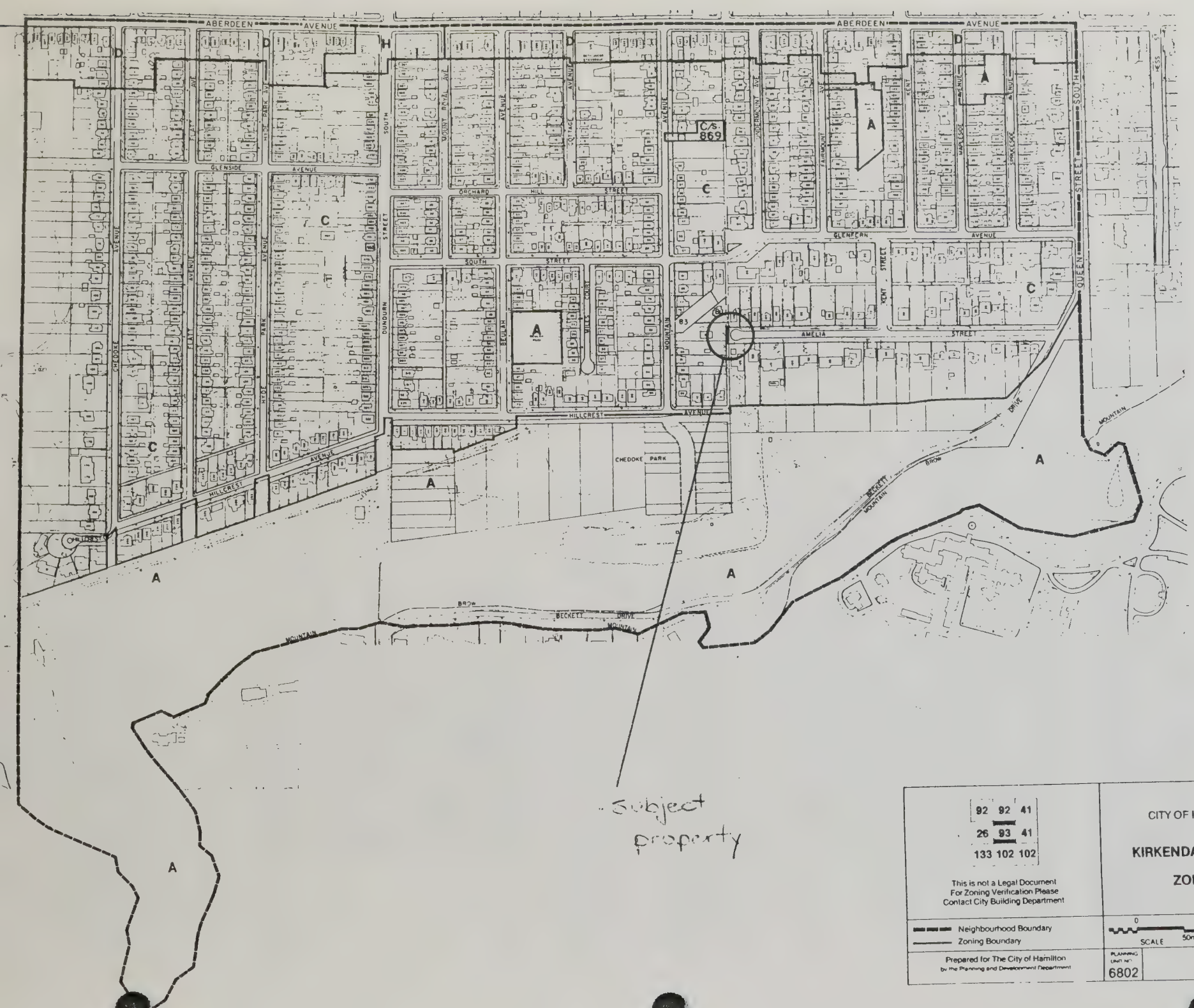
(c) No appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act.

(d) It is necessary to pass the By-Law in order to complete the sale.

REL/nw

c.c. Alderman M. Kiss, Alderman, Ward 1
Alderman M. Caplan, Alderman, Ward 1
P. Noé Johnson, City Solicitor
Attention: J. Davidson
A. Ross, Treasurer
K. M. Lau, Manager of Surveys, Roads Division
R. C. Roszell, Commissioner and Corporate Counsel, Legal Services Department
Attention: P. Ryan
J. Clairmont, Road Programming Technician, Roads Division
V. J. Abraham, M.C.I.P., Director, Local Planning Division
Attention: F. Angelici

96C-298



92 92 41
26 93 41
133 102 102

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

Neighbourhood Boundary
Zoning Boundary

Prepared for The City of Hamilton
by the Planning and Development Department

CITY OF HAMILTON

KIRKENDALL SOUTH

ZONING

SCALE 0 50m 100m NORTH

PLANNING UNIT NO. 6802

PAGE NO 93

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 6
S611-01B K. Lau

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: By-Law to Sell a Portion of closed Greenhill Avenue and Newlands Road (R-97-65)

RECOMMENDATION:

a) That the appropriate By-Law, prepared to the satisfaction of the City Solicitor, to sell a portion of closed Greenhill Avenue and Newlands Road designated as Part 3 on Plan 62R-7888 and Part 2 on Plan 62M-6273 be forwarded to City Council for enactment.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'g pg 2)

BACKGROUND:

The City Council at it's meeting on 1985 July 30 adopted item 8 of the 13th Report of the Parks & Recreation Committee to sell a portion of Greenhill Avenue and Newlands Road designated as Part 3 on Plan 62R-7888 and Part 2 on Plan 62R-6273 to the Region. Subsequently, the City received all $5,272.00 in full and the titles to the land have been transferred to the Region without the benefit of publication.

Following the advice of both the City Law Department and Regional Legal Services Department, the subject sell has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this by-law in order to complete the sale.

Kin
sk:KML
Encl.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department
cc: A. Zuidema, Law Department
cc: P. Ryan, Legal Services

1(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 13
T103-09a(23) . G. Aston, H. Groen

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed widening of Centennial Parkway at Arrowsmith Road and Construction of a Traffic Turning Circle on Casacde Street in conjunction with Home Depot Development (R-97-49)

RECOMMENDATION:

a) That the by-law to alter Centennial Parkway and Arrowsmith Road be introduced and approved.

b) That the Home Depot, the owner of lands at No. 350 Centennial Parkway North, pay approximately 59 per cent of the total costs of the widening of Centennial Parkway from approximately 50 metres south of Arrowsmith Road to approximately 210 metres north of Arrowsmith Road, the widening of Arrowsmith Road from Centennial Parkway to approximately 120 metres westerly, the installation of traffic signals at the intersection of Arrowsmith Road and Centennial Parkway, the construction of a traffic turning circle at the west end of Cascade Street, the acquisition of lands at the north west corner of Arrowsmith Road and Centennial Parkway and the costs for any utility relocation, etc. required as a result of these roadworks. Their preliminary cost estimate share, excluding utility relocation and land acquisition costs, is approximately $224,200.00.

c) That the City of Hamilton pay approximately 41 per cent of the works described in item b) above. The City's preliminary cost estimate share, excluding utility relocation and land acquisition costs, is approximately $155,800.00.

d) That the Finance and Administration Committee be requested to recommend the method of financing these works.

continued...

Proposed Widening of Centennial Parkway and
Arrowsmith Road and Construction of a Traffic
Turning Circle on Cascade Street - Home Depot Development
City of Hamilton

continued...

e) That the Commissioner of Public Works and Traffic be authorized and directed to install a traffic signal at the intersection of Arrowsmith Road and Centennial Parkway upon completion of the widening of the intersection.

f) That City staff be authorized to remove any trees required in conjunction with the alterations and replace them with appropriate landscaping.

g) That prior to the issuance of an Approach Approval, the Home Depot provide the City of Hamilton with securities in the amount of $170,000.00 for their portion of the roadworks and pay to the City the required Construction Inspection fees.

h) That The Home Depot be advised of these actions.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total cost of these works is estimated to be approximately $380,000. We have met with the Engineering Consultants for the Home Depot and they have agreed that The Home Depot's portion of these roadway improvements is 59% of the total costs of these roadworks, including land acquisition and utility relocation and the remaining 41% should be the financial responsibility of the City.

The road works have been advertised in the Hamilton Spectator for a four week consecutive period ending on August 6, 1997. Copies of the advertisement were also sent to all the current owners of lands adjacent to these roadworks, as noted in our Assessment records.

continued...

Proposed Widening of Centennial Parkway and
Arrowsmith Road and Construction of a Traffic
Turning Circle on Cascade Street - Home Depot Development
City of Hamilton

continued...

BACKGROUND:

As a result of a proposed development on the east side of Centennial Parkway at Arrowsmith Road, improvements to Centennial Parkway have been identified by the Public Works and Traffic Department and the Roads Division of the Regional Transportation Department. Given the size of the development, in excess of 100,000 sq. ft., a separate left turn lane into the site from Centennial Parkway will be required. Traffic signals will also be required to be installed. Due to a double left-turn lane required from the site, additional widening on Arrowsmith Road will also be required. This widening will necessitate the removal of several street trees and the purchase of a small parcel of land at the north-west corner of the intersection. To provide truck access from the site, alterations to the west end of Cascade Street will also be required in order to construct a cul-de-sac such that truck and other vehicles can access the site safely.

The items for which the City of Hamilton would contribute include the installation of traffic signals at this intersection of Arrowsmith Road and Centennial Parkway and the required raised concrete median islands to the City's standard requirements for channelized intersections, approximately half of the costs for constructing a vehicle turn around at the west end of Cascade Street, the widening of Arrowsmith Road to accommodate a standard single left turn lane, the additional excavation on the east side of Centennial Parkway to provide for a level platform behind the new curb for future pavement widening and/or municipal sidewalks, etc. In a review of the total construction cost itemization, the City of Hamilton's portion of the construction costs is approximately 41%.

The Home Depot would be responsible for any works required specifically due to the construction of their development. This includes the relocation and extension of the raised concrete median on Centennial Parkway, north of Arrowsmith Road, the additional pavement widening on Arrowsmith Road required to provide the dual left turn lane from their site, half of the construction costs for the traffic turning circle at the west end of Cascade Street, etc. As noted, these cost estimates exclude any utility relocation, land acquisition costs, etc. These cost sharing arrangements have been discussed with engineering consultants for The Home Depot and we understand that the Home Depot has accepted this cost sharing arrangement.

As a result of the Public Notice, a number of owners and tenants in the area called and attended our Office. There were no major objections to the proposed road works provided the

continued...

Proposed Widening of Centennial Parkway and Arrowsmith
Road and the Construction of a Traffic Turning Circle
on Cascade Street - Home Depot Development
City of Hamilton

continued...

City specified in the Roadway Contract that access to adjacent businesses and to Arrowsmith Road would be maintained at all times during construction. We will ensure that the Contract Document contains this clause. Concerns were also raised with respect to the type of curb on Cascade Street to ensure that trucks presently using this roadway can access the loading docks of adjacent businesses. These matters will be addressed directly between staff and the adjacent owners.

HNG

cc: A. Ross, Treasurer
cc: P. Johnson, Solicitor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO ALTER CENTENNIAL PARKWAY FROM APPROXIMATELY 50 METRES SOUTH OF ARROWSMITH ROAD TO APPROXIMATELY 210 METRES NORTH OF ARROWSMITH ROAD; TO ALTER ARROWSMITH ROAD FROM CENTENNIAL PARKWAY TO APPROXIMATELY 120 METRES WESTERLY; TO ALTER CASCADE STREET AT ITS WESTERLY END

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of the Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS these portions of highway known as Centennial Parkway, Arrowsmith Road and Cascade Street are local roads under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of the Corporation of the City of Hamilton, in adopting Item 43 of the 7th Report of the Transport and Environment Committee on 1997 June 24, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Centennial Parkway, Arrowsmith Road and Cascade Street as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alterations has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in the The Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations be approved and carried out on Centennial Parkway to construct left turn lanes north and south of Arrowsmith Road, to install raised concrete median islands from approximately 17 metres south of the centreline of Arrowsmith Road to approximately 31 metres southerly, to widen the west curb lane from Arrowsmith Road to approximately 50 metres southerly, to remove, reconstruct and extend the raised concrete median island from approximately 17 metres north of the centreline of Arrowsmith Road to approximately 180 metres northerly, and to widen the east curb lane from Arrowsmith Road to approximately 210 metres northerly.

2. That the alterations be approved and carried out on Arrowsmith Road to construct turning lanes and to reconstruct and widen the north and south sides of the existing pavement from Centennial Parkway to approximately 120 metres westerly.

(cont'd pg 2)

To Alter Centennial Parkway from approximately 50 metres south of Arrowsmith Road to approximately 210 metres north of Arrowsmith Road; to Alter Arrowsmith Road from Centennial Parkway to Approximately 120 metres Westerly; to Alter Cascade Street at its Westerly End.
By-Law 97-

3. That the alterations be approved and carried out on Cascade Street to construct a combined curb and gutter traffic turning circle at the westerly end of the street.

4. That the Mayor and the City Clerk are hereby authorized to execute, on behalf of the Corporation of The City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO ALTER CENTENNIAL PARKWAY FROM APPROXIMATELY 50 METRES SOUTH OF ARROWSMITH ROAD TO APPROXIMATELY 210 METRES NORTH OF ARROWSMITH ROAD; TO ALTER ARROWSMITH ROAD FROM CENTENNIAL PARKWAY TO APPROXIMATELY 120 METRES WESTERLY; TO ALTER CASCADE STREET AT ITS WESTERLY END

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of the Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS these portions of highway known as Centennial Parkway, Arrowsmith Road and Cascade Street are local roads under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of the Corporation of the City of Hamilton, in adopting Item 43 of the 7th Report of the Transport and Environment Committee on 1997 June 24, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Centennial Parkway, Arrowsmith Road and Cascade Street as hereinafter described;

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1. That the alterations be approved and carried out on Centennial Parkway to construct left turn lanes north and south of Arrowsmith Road, to install raised concrete median islands from approximately 17 metres south of the centreline of Arrowsmith Road to approximately 31 metres southerly, to widen the west curb lane from Arrowsmith Road to approximately 50 metres southerly, to remove, reconstruct and extend the raised concrete median island from approximately 17 metres north of the centreline of Arrowsmith Road to approximately 180 metres northerly, and to widen the east curb lane from Arrowsmith Road to approximately 210 metres northerly.

2. That the alterations be approved and carried out on Arrowsmith Road to construct turning lanes and to reconstruct and widen the north and south sides of the existing pavement from Centennial Parkway to approximately 120 metres westerly.

(cont'd pg 2)

3. That the alterations be approved and carried out on Cascade Street to construct a combined curb and gutter traffic turning circle at the westerly end of the street.

4. That the Mayor and the City Clerk are hereby authorized to execute, on behalf of the Corporation of The City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of A.D. 1997

City Clerk Mayor

1(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 11
File No. TEC-113-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Berkindale Drive and Sylvester Street - Intersection Control

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Berkindale Drive and Sylvester Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000. annually.

BACKGROUND:

Alderman Chad Collins has advised of a request from an area resident that three-way stop control be implemented at the intersection of Berkindale and Sylvester.

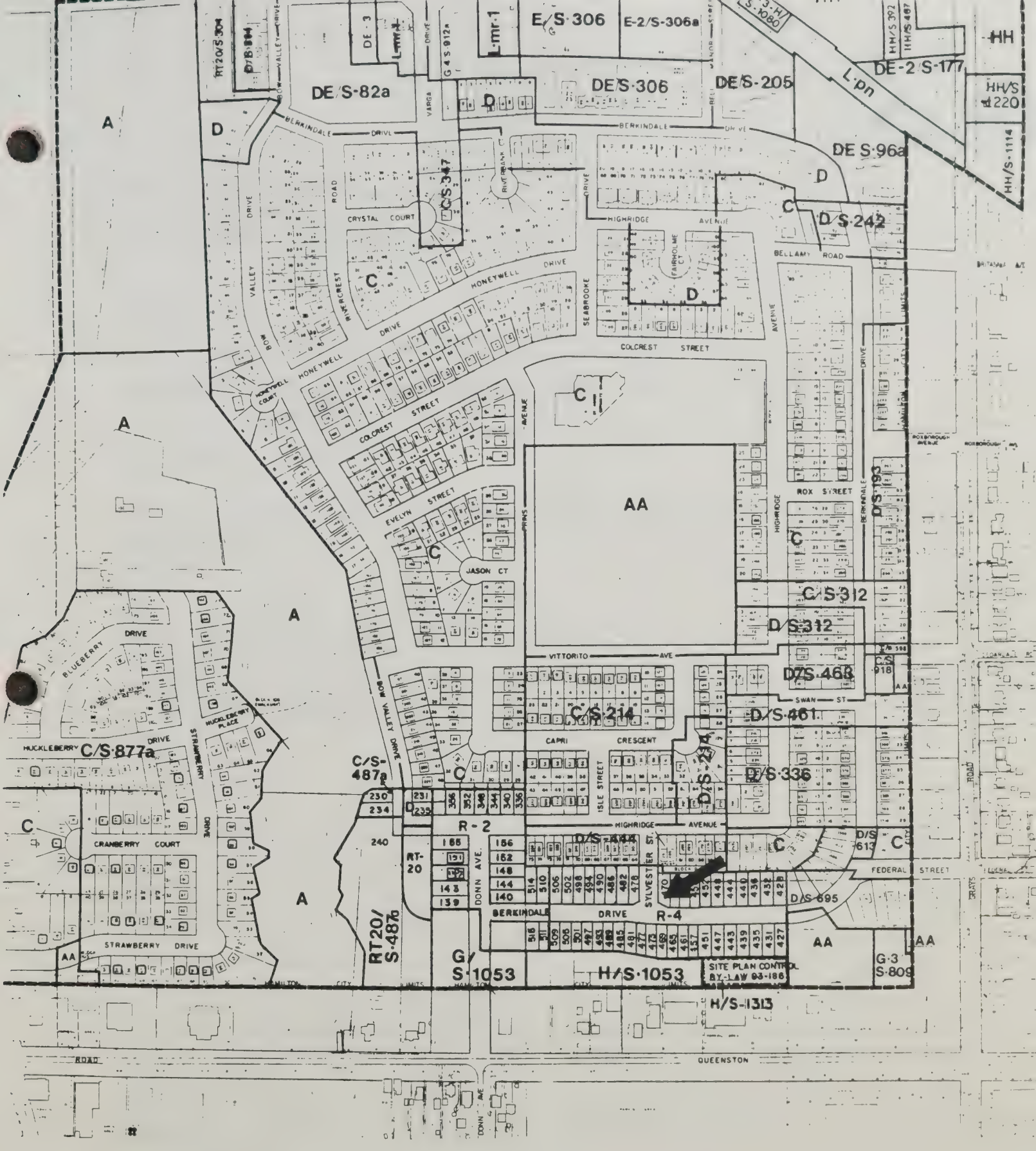
The subject intersection is a "T" type intersection, and presently, southbound traffic on Sylvester is required to stop for eastbound and westbound traffic on Berkindale. Records indicate that there have been no reported collisions at this intersection since its construction.

Staff has investigated this request and has their usual concerns respecting the use of unwarranted stop control, including the fact that there is no collision problem at this intersection, stop signs have no effect on the speed or volume of traffic, but have extremely harmful environmental affects. Also, unwarranted stop signs create disrespect on the part of the motorist to the extent that the compliance with stop signs is deteriorating every year.

Research has shown that the installation of stop signs has virtually no effect on the speed or volume of traffic on a particular street and that the area of influence is only approximately 100 feet on either side of the intersection.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Berkindale and Sylvester.

MBH/kg


E/S-306
E-2/S-306a
DE/S-82a
DE/S-306
DE/S-205
DE-2/S-177
DE/S-96a
D/S-242
C/S-347
C/S-312
D/S-312
D/S-468
C/S-214
D/S-461
D/S-336
D/S-234
C/S-877a
C/S-487a
RT20/S-487a
G/S-1053
H/S-1053
H/S-1313
SITE PLAN CONTROL BY-LAW 93-186
G-3 S-809
R-2
R-4
RT-20
BERKINDALE DRIVE
HIGHRIDGE AVENUE
BELLAMY ROAD
COLCREST STREET
HONEYWELL DRIVE
CRYSTAL COURT
JASON CT
VITTORITO AVE
CAPRI CRESCENT
ISLE STREET
SWAN ST
ROX STREET
FEDERAL STREET
CRANBERRY COURT
STRAWBERRY DRIVE
BLUEBERRY DRIVE
HUCKLEBERRY DRIVE
HUCKLEBERRY PLACE
DONN AVE.
SYLVESTER ST.
QUEENSTON ROAD
HAMILTON CITY LIMITS

CITY OF HAMILTON

- RECOMMENDATION -

3(a)(i)

DATE: 1997 August 8

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Canada/Ontario Infrastructure Works Program (COIW)**

RECOMMENDATION:

That the Commissioner of Transportation be authorized and directed to award tenders as required on the approved Canada/Ontario Infrastructure Works Program (Appendix A attached).

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Minister of Municipal Affairs and Housing advised the City by letter dated May 14, 1997 of a gross allocation for the COIW Extension of $2,090,317, with a net City share of $696,772.

BACKGROUND:

The Committee of the Whole on June 11, 1997 in adopting Item 2 of the 8th Report of their Committee authorized and directed staff to make application for funding under the COIW Program with projects listed in Appendix B as attached to a maximum amount of $2,090,317. The application has been made and the COIW office advised receipt of the City's application on July 3, 1997. Formal approval from the COIW office is not expected for at least four to six weeks.

The deadline for completion of all projects is March 31, 1998. Due to the tight timeframes it would be prudent to proceed with the award of all tenders to the maximum allotment to ensure the projects can be completed before the deadline. Staff are confident that the projects recommended will be approved by the COIW office and the risk in proceeding with the award of tenders is minimal compared to the risk of losing the 2/3 funding if the completion deadline is not extended and the works are not completed.

RPM/rb Charles Guthrie
attach. for D.L.

c.c. A. Ross, City Treasurer
c.c. N. Adhya, Treasury
c.c. B. Matthews-Malone, Regional Environment Department
c.c. D. Y. Onishi, Regional Transportation Department

Appendix A

STREET	FROM	TO	COMMENTS	ESTIMATE
Morley Street	Parkdale	Tate	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$614,000
Fernwood Crescent	Tenth	Ninth	-road reconstruction-sidewalk reconstruction-both sides	$140,000
West 32nd Street	Scenic	Sanatorium	-sidewalk reconstruction and repair -both sides	$100,000
West 33rd Street	Scenic	Sanatorium	-sidewalk reconstruction and repair -both sides	$100,000
Franklin Avenue	Longwood	Parkview	-road reconstruction-sidewalk and curb reconstruction	$219,000
East 22nd Street	Fennell	Queensdale	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$325,000
Adeline Avenue	Main	Britannia	-road reconstruction-sidewalk reconstruction-both sides	$421,000
Hester Street	Upper James	Upper Wellington	-road reconstruction-sidewalk repairs -both sides -in conjunction with Regional watermain work	$448,000
East 38th Street	Mohawk	Macassa	-road reconstruction-sidewalk reconstruction-both sides	$452,000
Wise Crescent	Grenadier	Grenadier	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$463,000
		TOTAL		$3,282,000

2(a)xii

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 13

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **1997 Road and Sidewalk Improvement Programme Request for Additional Funding**

RECOMMENDATION:

That due to a shortfall estimated at $412,000 in the 1997 Road and Sidewalk Improvement Programme, that the reconstruction of the road and sidewalks on Cheryl Avenue between Upper Sherman and East 34th Street and East 37th Street between Crockett Street and Concession Street not be done in 1997 but become the first priority in the 1998 Programme.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendations.

BACKGROUND:

The 1997 Road and Sidewalk Improvement Programme in the amount of $7,371,000, was approved by Council on February 11, 1997 in adopting Item 16 of the 2nd Report of the Transport and Environment Committee (see attached). The Region has tendered all projects in the Programme except East 37th Street and Cheryl Avenue. Based on the projects tendered to date and the estimates for the projects yet to be tendered, an estimated shortfall of $580,000 is anticipated. This shortfall is attributed to the following:

1. Increased scope of work on King William Street
2. Increased scope of work on Adair Avenue
3. Higher than anticipated tender prices

The additional works associated with special sidewalk treatment on King William Street similar to that carried out on King Street total $168,000. This should be charged to the Downtown Restoration Project which will leave a shortfall of $412,000.

RPM/rb
attach.

c.c. A. Ross, City Treasurer
c.c. N. Adhya, Treasury
c.c. D. Y. Onishi, Regional Transportation Department
c.c. S. Reeder, Secretary, Finance & Administration Committee

Schedule 'A'

CITY OF HAMILTON
1997 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME

A. Roads and Abutting Sidewalks

STREET	FROM	TO	COMMENTS	ESTIMATE
Adair Avenue N & S	Queenston	Roxborough	-road resurface-sidewalk reconstruction -both sides -in conjunction with Regional sewer work	$112,000
Argyle Avenue	Norman Carlisle	Frederick Agnes	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$221,000
Bromley Road	Seven Oaks	Holt	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$253,000
Cheryl Avenue	Upper Sherman	East 34th	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$230,000
Cumberland Avenue	Sanford	Wentworth	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$153,000
Dalewood Avenue	Main	King	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$222,000
East 14th Street	Brucedale	Queensdale	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$157,000

STREET	FROM	TO	COMMENTS	ESTIMATE
East 17th Street	Fennell	Vickers	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$319,000
East 37th Street	Crockett	Concession	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$143,000
Emerson Street	Main	Whitney	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$654,000
King William Street	Catharine	Victoria	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watemain work	$523,000
Rutherford Avenue	Sanford	Wentworth	-road reconstruction-sidewalk and curb reconstruction -in conjunction with Regional sewer work	$179,000
Selkirk Avenue	Main	Normanhurst	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$408,000
Stinson Street	Victoria	Wellington	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$172,000
Toby Crescent	Broker	Upper Kenilworth	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$650,000

STREET	FROM	TO	COMMENTS	ESTIMATE
West 31st Street	Scenic	Sanatorium	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$644,000
		TOTAL SECTION A		$5,040,000

B. Sidewalks Only

STREET	FROM	TO	COMMENTS	ESTIMATE
Glengrove Street	Reid	Armstrong	-reconstruction-both sides -in conjunction with Regional watermain work	$ 55,000
Rainbow Drive	Secord	Nash	-reconstruction and repair-both sides -in conjunction with Regional watermain work	$264,000
Sunrise Drive	Heather	Orphir	-reconstruction and repair-both sides	$188,000
		TOTAL SECTION B		$507,000

C. Miscellaneous

DESCRIPTION	ESTIMATE
Catch basin and drain connections in conjunction with Regional sewer projects	$ 10,000
Pavement Management System - annual update	$ 40,000
Provision for sidewalk reconstruction/repairs in conjunction with Regional road projects	$ 50,000
Streetlighting - various locations	$ 450,000
Hot-in-place asphalt recycling - various locations	$1,200,000
Tree planting in conjunction with reconstruction projects	$ 74,000
TOTAL SECTION C	$1,824,000
GRAND TOTAL	$7,371,000

Appendix A

D. Supplementary List - Streets may be done in the order listed if residual funds are available

STREET	FROM	TO	COMMENTS	ESTIMATE
Ferguson Avenue North	King	King William	-road reconstruction-sidewalk reconstruction-both sides	$300,000
Fernwood Crescent	Tenth	Ninth	-road reconstruction-sidewalk reconstruction-both sides	$140,000
West 32nd Street	Scenic	Sanatorium	-sidewalk reconstruction and repair -both sides	$100,000
West 33rd Street	Scenic	Sanatorium	-sidewalk reconstruction and repair -both sides	$100,000
Franklin Avenue	Longwood	Parkview	-road reconstruction-sidewalk and curb reconstruction	$219,000
East 22nd Street	Fennell	Queensdale	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$325,000
Adeline Avenue	Main	Britannia	-road reconstruction-sidewalk reconstruction-both sides	$421,000
Hester Street	Upper James	Upper Wellington	-road reconstruction-sidewalk repairs -both sides -in conjunction with Regional watermain work	$448,000
East 38th Street	Mohawk	Macassa	-road reconstruction-sidewalk reconstruction-both sides	$452,000
Wise Crescent	Grenadier	Grenadier	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$463,000
		TOTAL SECTION D		$2,968,000

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 24
File No. TEC-126-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Normandy Road and Auburn Avenue - Intersection Control

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Normandy Road and Auburn Avenue.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

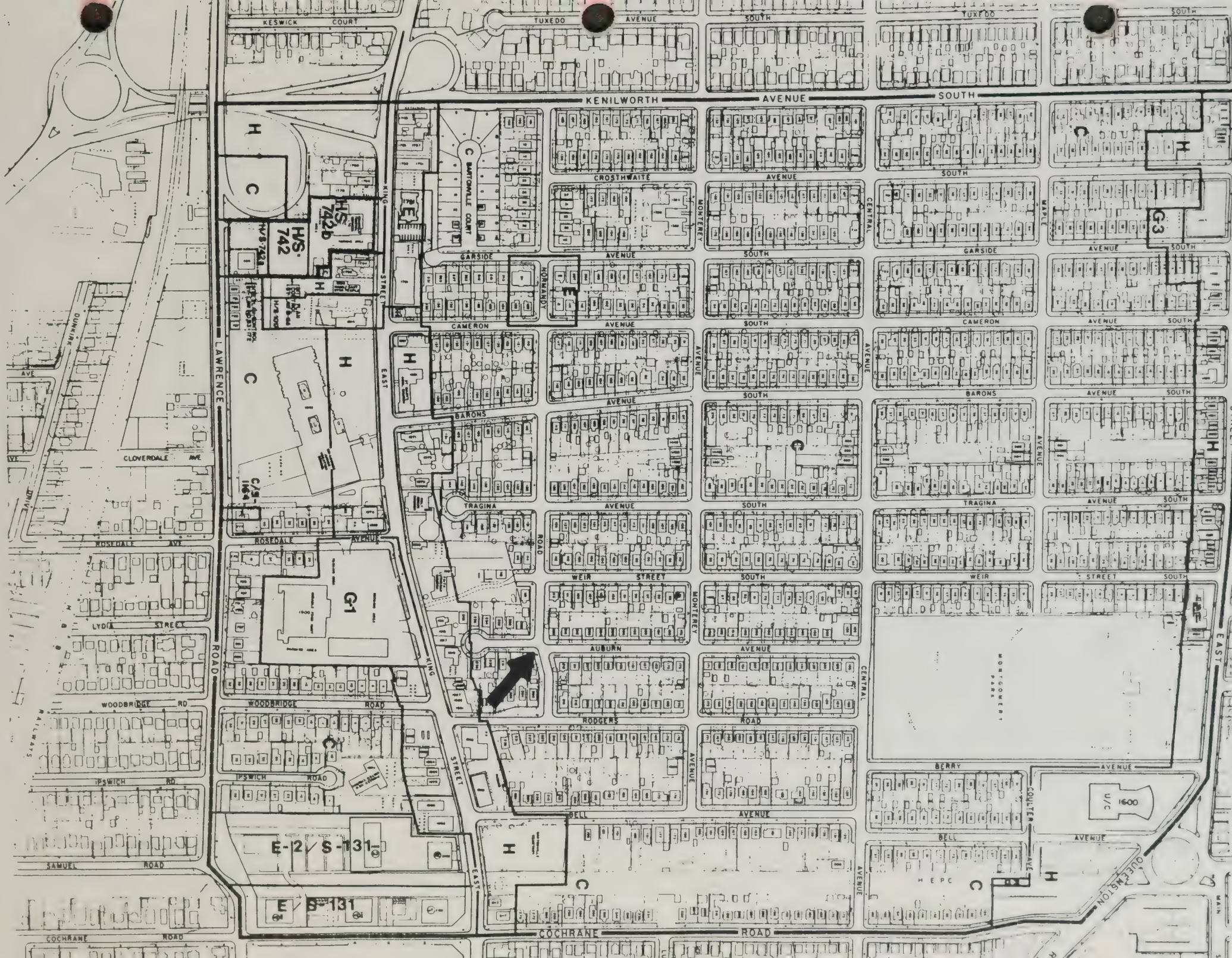
Alderman Geraldine Copps has advised of a request that all-way stop control be implemented at the intersection of Normandy and Auburn. Concerns were expressed regarding the grade (downhill) for northbound traffic on Auburn approaching Normandy. Alderman Dave Wilson has also forwarded a petition signed by several area residents requesting all-way stop control at this intersection.

The subject intersection is an offset four-leg intersection, and presently, northbound and southbound traffic on Auburn is required to stop for eastbound and westbound traffic on Normandy. Records indicate that there have been no reported collisions at this intersection in the past nine years. This is an excellent collision record which could not be improved upon by the implementation of all-way stop control.

Staff has assessed this request and has its usual concerns respecting the use of unwarranted all-way stop control including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed or volume of traffic and unwarranted stop signs create disrespect for the device to the extent that the compliance with stop signs is deteriorating every year.

For the above reasons, staff does not support the request for four-way stop control at this intersection.

CVB/MBH/smg


KESWICK COURT
TUXEDO AVENUE SOUTH
KENILWORTH AVENUE SOUTH
CROSTHWAITE AVENUE SOUTH
GARSIDE AVENUE SOUTH
CAMERON AVENUE SOUTH
BARONS AVENUE SOUTH
TRAGINA ROAD
WEIR STREET SOUTH
AUBURN AVENUE
RODGERS ROAD
BERRY AVENUE
BELL AVENUE
COCHRANE ROAD
WOODBRIDGE ROAD
IPSWICH ROAD
ROSEDALE AVENUE
CLOVERDALE AVE
LYDIA STREET
SAMUEL ROAD
LAWRENCE ROAD
KING STREET EAST
MONTGOMERY AVENUE
CENTRAL AVENUE
QUEENSTON
C. BATTONELLE COURT
NORMANDY
HS 742
HS 742A
C/S 1962
1600
H E P C
MONTGOMERY PARK
H
C
E
G1
G3
E-2 / S-131
E / S-131

CITY OF HAMILTON

- RECOMMENDATION -

4.

DATE: 1997 June 4
File No. TEC-107-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Public Walkway between No. 98 Milkyway Drive and No. 131 Trenholme Crescent - Parking Regulations

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the south side of Milkyway Drive/Trenholme Crescent, commencing 60 feet west of the extended west curb line of Upper Kenilworth Avenue and extending to a point 123 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has advised of a request from the Trenholme Neighbourhood Committee, that a "No Stopping" regulation be implemented on the south side of Milkyway/Trenholme adjacent to the public walkway leading to Trenholme Park between No. 98 Milkyway Drive and 131 Trenholme Crescent. Concern has been expressed that residents loading/unloading children adjacent to the entrance to the walkway, which is in the middle of a "T" intersection, are creating a hazardous situation for pedestrians accessing the walkway.

Milkyway and Trenholme have a 28-foot pavement width, and presently there is unrestricted parking on both sides of the street in this area. A general provision of the City Traffic By-law 89-72 prohibits stopping within 30 feet of either side of a pedestrian walk leading to a park/playground. However, staff is recommending that the "No Stopping" regulation be extended an additional 30' westerly to include the frontage of the vacant private lot adjacent to the park.

The implementation of the requested regulation will result in a loss of two on-street parking spaces. However, since parking is permitted on both sides of the streets in this area and since all area residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request to improve pedestrian safety.

CVB/MBH/smg


ROAD
EAST
SOLOMON
D/S·592
JAMIE-ANN STREET
CRESCENT
JAMIE-ANN COURT
SOLOMON
CRESCENT
COURT
RT·10/S·367
D/S·222
TRENHOLME
C
CRESCENT
AVENUE
NORTH
TRENHOLME
C
CRESCENT
MILKYWAY
NORTHSTAR COURT
MORNINGSTAR COURT
C
DRIVE
A
AA
A
M-13
M-13/S-1119
ROAD
EAST

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 August 18
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. **ADOPTION OF THE MINUTES**

Minutes of the Transport and Environment Committee meeting held 1997 July 2nd.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) Avondale Street between Mons Avenue and the northerly end - Parking Regulations.

(b) Roseland Avenue - Parking Regulations

(c) East side of Thorndale Street South, south of Main Street West - Parking Regulation

(d) Connaught Avenue South, south of Dunsmure Road - Parking Regulations

(e) No. 36 Brock Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(f) No. 119 Adeline Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(g) West side of East 35th Street between Concession Street and the northerly end - Parking Regulations

(h) No. 346 Tragina Avenue North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(i) Abbington Drive - Parking Regulations

(j) No. 21 Land Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(k) No. 547 Hughson Street North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(l) West side of Locke Street South, north of Charlton Avenue West - Parking Regulations

(m) Intersection of Upper Kenilworth Avenue and Elliott Avenue - Corner Clearances

(n) Skylark Drive between Limeridge Road East and Pheasant Place - Parking Regulations

(o) Munn Street between East 31st Street and East 33rd Street - Parking Regulations

(p) West 33rd Street between Angela Avenue and Scenic Drive - Parking Regulations

(q) Sanford Avenue North between Barton Street East and Myler Street - Parking Regulations

(r) No. 345 Tragina Avenue North - Parking Regulations

(s) Catharine Street South, south of Young Street - Parking Regulations

(t) No. 509 Dunsmure Road - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(u) No. 305 Mary Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(v) No. 68 Norman Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(w) No. 295 Strathearne Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(x) No. 82 Pearl Street North - Request for a Wheelchair Loading Zone

(y) No. 123 Campbell Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

ii. **Intersection Control**

(a) Intersection of Albion Falls Boulevard (North Branch) and Corinthian Drive - Intersection Control

(b) Limeridge Road East, Limeridge Mall access and egress - Traffic Signal and Left Turn Prohibitions

iii. **Miscellaneous**

(a) Relocation of the School Crossing Guard on Upper Gage Avenue at Crocket Street

(b) Delaware, Beeline and University Bus Route - Bus Stop Relocation

iv. **City Engineer**

(a) Encroachment Agreements

(b) Encroachment Agreement - 307-7 Mary Street

(c) Encroachment Agreement - 125 South Oval

(d) Encroachment Agreement - Air Liquide Canada

(e) To Incorporate certain City Land into various streets by By-law

(f) Hess Village, Country Music Association Convention
1997 September 4 - 8

(g) Westdale Village B.I.A. Community Garage Sale
Road Closure - King Street West from North Oval To Sterling St.

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Wednesday, 1997 July 2nd
1:30 o'clock p.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Mayor R. M. Morrow
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Regrets: Alderman M. Kiss, Civic Business
Alderman V. J. Agro, Civic Business

Also present: Alderman B. Charters
Alderman D. Ross
B. Price, Hamilton Safety Council
J. G. Pavelka, Chief Administrative Officer
D. Lobo, Commissioner of Public Works and Traffic
C. Firth-Eagland, Public Works and Traffic
R. Meiers, Public Works and Traffic
M. Hazell, Public Works and Traffic Department
T. Gill, Roads Department
E. Chajka, Environment Department
V. Sferrazza, Environmental Department
L. King, Building Commissioner
Mr. Radigan, Radigan Bros. Ltd.
Kevin C. Christenson, Secretary

1. **DELEGATION:**

Encroachment Agreement
No. 46 Ferguson Avenue South
Radigan Brothers Ltd.

The Committee was in receipt of a report dated 1997 May 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Gill described the issue and the subject area.

Mr. Radigan appeared before the Committee and elaborated on the need for a sign on the road allowance.

Following discussion, the Committee approved the following recommendation:

That staff, Ward Aldermen and the Chairman of the Transport and Environment Committee meet with the applicant on site in an effort to determine a solution to the issue of encroachment on city road allowance for a business sign for Radigan Bros. Ltd.

2. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the meeting of the Transport and Environment Committee held 1997 June 16 were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) **No. 51 Earl Street**
Amendment of a Residential Parking Agreement

The Committee was in receipt of a report dated 1997 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 120631 to the property at No. 51 Earl Street be amended at the property owner's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the amendment of this agreement.

(b) **No. 342 John Street North, Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1997 June 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of John Street North commencing at a point 25 feet north of Strachan Street East and extending to a point 33 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Nancy Cowan, No. 342 John Street North.

(c) **London Street South, south of Main Street East**

The Committee was in receipt of a report dated 1997 June 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the duration of the parking meters on the west side of London Street South, south of Main Street East, be revised from one hour to two hours and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Balmoral Avenue North, south of Barton Street East**

The Committee was in receipt of a report dated 1997 June 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of Balmoral Avenue North commencing at a point 245 feet south of Barton Street East and extending to a point 140 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **Sirente Drive**

The Committee was in receipt of a report dated 1997 June 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of Sirente Drive commencing 65 feet south of the south curb line of Sirente Drive and extending to a point 34 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **No. 488 Catharine Street North**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 June 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Catharine Street North commencing at a point 166 feet north of Macauley Street East and extending to a point 27 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Herculano Ferraz, No. 488 Catharine Street North.

(g) **No. 202 Sherman Avenue North**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 June 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Clinton Street commencing at a point 27 feet east of Sherman Avenue North and extending to a point 20 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Kenneth Oliphant, No. 202 Sherman Avenue North.

ii. **Intersection Control**

(a) **Intersection of Locheed Drive and Embassy Drive**

The Committee was in receipt of a report dated 1997 June 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on Embassy Drive be required to stop for northbound and southbound traffic on Locheed Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersections of Carson Drive and Kingsberry Street**
Carson Drive and Palace Boulevard
Carson Drive and Paris Avenue

The Committee was in receipt of a report dated 1997 June 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That three-way stop control be implemented at the intersection of Carson Drive and Kingsberry Street; and,

(b) That northbound traffic on Palace Boulevard be required to stop for eastbound and westbound traffic on Carson Drive; and,

(c) That westbound traffic on Paris Avenue be required to stop for northbound and southbound traffic on Carson Drive; and,

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Central Avenue and Tragina Avenue South**

The Committee was in receipt of a report dated 1997 June 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Central Avenue and Tragina Avenue South and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Intersection of Rupert Court and Rushdale Drive**

The Committee was in receipt of a report dated 1997 June 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That three-way stop control be implemented at the intersection of Rupert Court and Rushdale Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **Eastbound Right Turn Land Designation on Limeridge Road East, west of Upper Sherman Avenue**

The Committee was in receipt of a report dated 1997 June 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the south curb lane of Limeridge Road East, commencing at Upper Sherman Avenue and extending to a point 50 meters westerly therefrom be designated as a right turn lane, and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Butler Drive - Traffic Safety Issues**

The Committee was in receipt of a report dated 1997 June 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "No Parking" regulation be implemented on the north and east sides of Butler Drive commencing at a point of 117 east of the east curb line of Butler Drive and extending to a point 55 feet north of the north curb line of Butler Drive; and,

(b) That southbound traffic on Amherst Circle be required to stop for eastbound and westbound traffic on Butler Drive; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **City Engineer**

(a) **Encroachment Agreement, No. 235 East 15th Street**

The Committee was in receipt of a report dated 1997 June 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Greek Orthodox Church, owner of No. 235 East 15th Street, to erect and maintain the encroachment of a landing measuring 0.8m x 4.0m and steps measuring 3.35m x 4.0m onto the road allowance of East 15th Street, be approved, subject to the following:

(a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the applicant pay a first year fee $252 and a subsequent annual fee of $20.

(b) **Our Lady of the Angels Festival, Temporary Road Closure**

The Committee was in receipt of a report dated 1997 June 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of St. Mary's Catholic Church to temporarily close Park Street North between Colbourne Street and Mulberry Street and Sheaffe Street between Park Street and the east limit of Sheaffe Street, on the following dates:

Friday, 1997 August 8 from 6:30 o'clock p.m. to 11:00 o'clock p.m.

Saturday, 1997 August 9, from 7:00 o'clock p.m. to 2:00 o'clock a.m.

Sunday, 1997 August 10 from 6:00 o'clock p.m. to 11:00 o'clock p.m.

to hold the Our Lady of the Angels Festival, be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide proof of $5,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(d) That all barricading be supplied by and at the expense of the applicant; and,

(e) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic at the expense of the applicant; and,

(f) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation; and,

(i) That the applicant be granted extension to the City of Hamilton Noise By-law No. 79-292 and contract a City of Hamilton Noise By-law Officer to be in attendance throughout the event, at the expense of the applicant; and,

(j) That the LLBO be advised that the Council of the Corporation of the City of Hamilton is aware of the Our Lady of the Angels St. Mary's Portuguese Parish Festival being held on 1997 August 8th, 9th and 10th at St. Mary's Green Area, No. 25 Sheaffe Street, and deems this event to be a Community Festival of municipal significance, and as such has no objection to the issuance of a Special Occasion Permit for this event.

(c) **1997 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1997 June 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the portion of Section 17 of the Sixth Report of the Transport and Environment Committee for 1995 adopted by City Council on 1995 May 9, which refers to the approval of engineering schedules for "Ridgeview Estates -Phase 3", Hamilton, be deleted; and,

(b) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in

"ALLISON ESTATES - PHASE 3 ", Hamilton,

City's Share $ -NIL-, Owner's Share $223,828.62.

"RIDGEVIEW ESTATES - PHASE 3 ", Hamilton,
(Revised Schedules "E" and "F")

City's Share $ -NIL-, Owner's Share $116,374.89; and,

(c) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Allison Estates - Phase 3", Hamilton and "Ridgeview Estates - Phase 3", Hamilton and any other related documents for these Subdivisions subject to the approval of the City Solicitor; and,

(d) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(e) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

(d) **Proposed Outdoor Cafe**
No. 22 Haymarket Street

The Committee was in receipt of a report dated 1997 June 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the application of J. Dimas, proprietor of Yannis Restaurant, No. 22 Haymarket Street, to establish an Outdoor Boulevard Cafe in front of No. 22 Haymarket Street, measuring 1.52m' x 5.79m and 1.52m x 4.87m onto the Haymarket Street road allowance, be approved, subject to the following conditions:

(i) That the applicant enter into a Boulevard Cafe agreement in a form satisfactory to the Commissioner of Transportation and the City Solicitor; and,

(ii) That the applicant pay the processing and registration fee of $1,116 and a first year annual fee of $400 plus taxes, if applicable; and,

(iii) That the applicant provide proof of $5,000,000 public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(iv) That the applicant occupy the licensed area of the boulevard from May 1 to October 31 of each year of the agreement, and that all furniture, equipment, etc. be removed from the road allowance at all other times; and,

(v) That the applicant provide access for the physically disabled utilizing the Barrier Free Design Standards adopted by Council on 1994 October 25; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the Boulevard Cafe Agreement.

(e) **Hess Village "Acoustafest"**

The Committee was in receipt of a report dated 1997 June 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Ragin Cajun Restaurant (805715 Ont. Ltd.), located at No. 13 Hess Street South, to close Hess Street between George Street and King Street from 10:30 o'clock a.m. on Friday, 1997 August 15 to 12:00 o'clock noon on Monday, 1997 August 18, to hold the Hess Village "Acoustafest", be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide proof of $5,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(d) That all barricading be supplied by and at the expense of the applicant; and,

(e) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant; and,

(f) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation; and,

(i) That the applicant be granted extension to the City of Hamilton Noise By-law No. 79-292 and contract a City of Hamilton Noise By-law Officer to be in attendance throughout the event, at the expense of the applicant; and,

(j) That the LLBO be advised that the Corporation of the City of Hamilton is aware of the application for a Temporary Extension of Liquor Licence submitted by the Ragin Cajun, No. 13 Hess Street South, in conjunction with the Hess Village "Acoustafest" to take place 1997 August 15, 16, 17 and that the City has no objection to the issuance of a Temporary Extension of Liquor Licence for this event.

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

The Committee was in receipt of a report dated 1997 July 2nd from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of information reports previously distributed to the Transport and Environment Committee, be received.

Date	*From*	*Subject*	*Date Distributed*
1997 June 26	Commissioner of Public Works and Traffic	1997 City Construction Program Status and Schedule as of 1997 June 13	1997 June 25
1997 June 24	Commissioner of Public Works and Traffic/ Director of Culture and Recreation	Chedoke Golf Course	1997 June 25

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) TRAFFIC DIVISION

Intersection Control, Acadia Drive and Mapleridge Drive Acadia Drive and Elite Avenue

The Committee was in receipt of a report dated 1997 June 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following amended recommendation:

That three-way stop control be implemented at the intersection of Acadia Drive and Elite Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(ii) **Preliminary Stormwater Quality Pond Design: Philip Environmental Inc. Auto Shredder Facility: Parkdale Avenue adjacent to Hamilton Harbour**

The Committee was in receipt of a report dated 1997 June 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee discussed safeguarding the bay from further contamination and following debate agreed to amend the recommendation by adding the following sub-section:

(v) prior to the granting of the certificate of approval, the M.O.E.E. forward a copy of its final decision and conditions respecting the proposed storm water maintenance plan to the City of Hamilton for review; and,

Subsequently, the Committee approved the following amended recommendation:

(a) That the Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton does not object to Philip Environmental Inc. receiving approval for the construction and operation of two sedimentation ponds, as part of a storm water management plan, to be located along the west property boundary at Parkdale Avenue North adjacent to the Hamilton Harbour, on the condition that:

(i) a monitoring program be implemented by the applicant under the direction of the Ministry of Environment and Energy, to ensure that the facility functions to the prescribed requirements; and,

(ii) the Ministry of Environment and Energy consider imposing restrictions of any potential discharge of persistent toxic organics, heavy metals, suspended solids and phosphorus into Hamilton Harbour; and,

(iii) the Ministry of Environment and Energy consider revisions to the design of the facility to include more naturalized features for both enhanced water quality treatment and aesthetics; and,

(iv) all environmental, health and safety safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of Environment and Energy, and that all applicable City By-laws are complied with fully; and,

(v) prior to the granting of the certificate of approval, the M.O.E.E. forward a copy of its final decision and conditions respecting the proposed storm water maintenance plan to the City of Hamilton for review; and,

(b) As per the requirements of the Guide for Applying for Approval of Municipal and Private Water and Sewage Works within the Ontario Water Resources Act, the City of Hamilton, to the satisfaction of the Commissioner of Public Works and Traffic, grant general acceptance, in the form of a signature by the city clerk, on the proposed project application; and,

(c) That a copy of this report and the municipal authorized application be forwarded to the Proctor and Redfern Limited, representing Philip Environment Inc., for final submission to the Ministry of Environment and Energy; and,

(d) That the Ministry of Environment and Energy be requested to forward a copy of its final decision respecting the requested Approval for Philip Environmental Inc. to the City of Hamilton.

Note: Alderman G. Copps recorded opposed.

(iii) **Encroachment Agreements**

The Committee was in receipt of a report which was distributed at the meeting, dated 1997 June 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", attached hereto, be approved, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

(iv) **Hamilton Labour Day Parade, 1997 September 1**

The Committee was in receipt of a report which was distributed at the meeting, dated 1997 June 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the application of the Hamilton and District Labour Council to temporarily close the following City streets:

Hunter Street between Park Street and Bay Street

Bay Street between Barton Street and Stuart Street

Stuart Street between Bay Street and MacNab Street

MacNab Street between Stuart Street and Murray Street

Murray Street between MacNab Street and James Street

James Street between Murray Street and Barton Street

on Monday, 1997 September 1, from 9:00 o'clock a.m. to 12:00 o'clock noon, to hold the annual Hamilton Labour Day Parade, be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide proof of $2,000,000 public liability insurance naming the City of Hamilton and the Region as an added insured party, with a provision for cross liability and holding the City of Hamilton and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(d) That all barricading be supplied by and at the expense of the applicant; and,

(e) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant; and,

(f) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

(v) **Intersection of Chesley Street and Chester Avenue**
Intersection Control

Alderman D'Amico referred to the outstanding list and indicated that for various reasons, it had been difficult to arrange for a delegation to appear at a meeting. He reiterated the need for all way stop control at the intersection of Chesley Street and Chester Avenue and following discussion, the Committee approved the following recommendation;

That all-way stop control be implemented at the intersection of Chesley Street and Chester Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

4. **OTHER BUSINESS**

(a) Alderman D'Amico indicated that the issue of the outdoor patio at 1400 Upper James Street could be removed from the outstanding list as it had been resolved.

(b) The Mayor raised the issue of additional tree planting in the downtown business district and following discussion, the Committee approved the following recommendation:

That staff be directed to report back on doubling the planned tree planting program in the downtown business district.

5. **ADJOURNMENT**

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1997 July 2nd

/mjw

Appendix "A" as referred to in Section 21 of the Eighth Report of the Transport and Environment Committee for 1997

Location	Municipal Address	Owner	Type of Encroachment	First Year/ Annual Fee
Bay Street North	208 Bay Street North	D. & G. Desender S. Heroux & F. Brule	Portion of the building measuring 0.15m x 7.75m Steps measuring 0.15m x .905m	$184/20
Caroline Street South	215 Caroline Street South	Y. Lewis	Steps measuring 1.2m x 0.7m	$184/20

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 12
File No. TEC-118-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Avondale Street between Mons Avenue and the northerly end - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on the east side of Avondale Street between Mons Avenue and the Canadian National Railway Main Line be switched to the west side of the street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

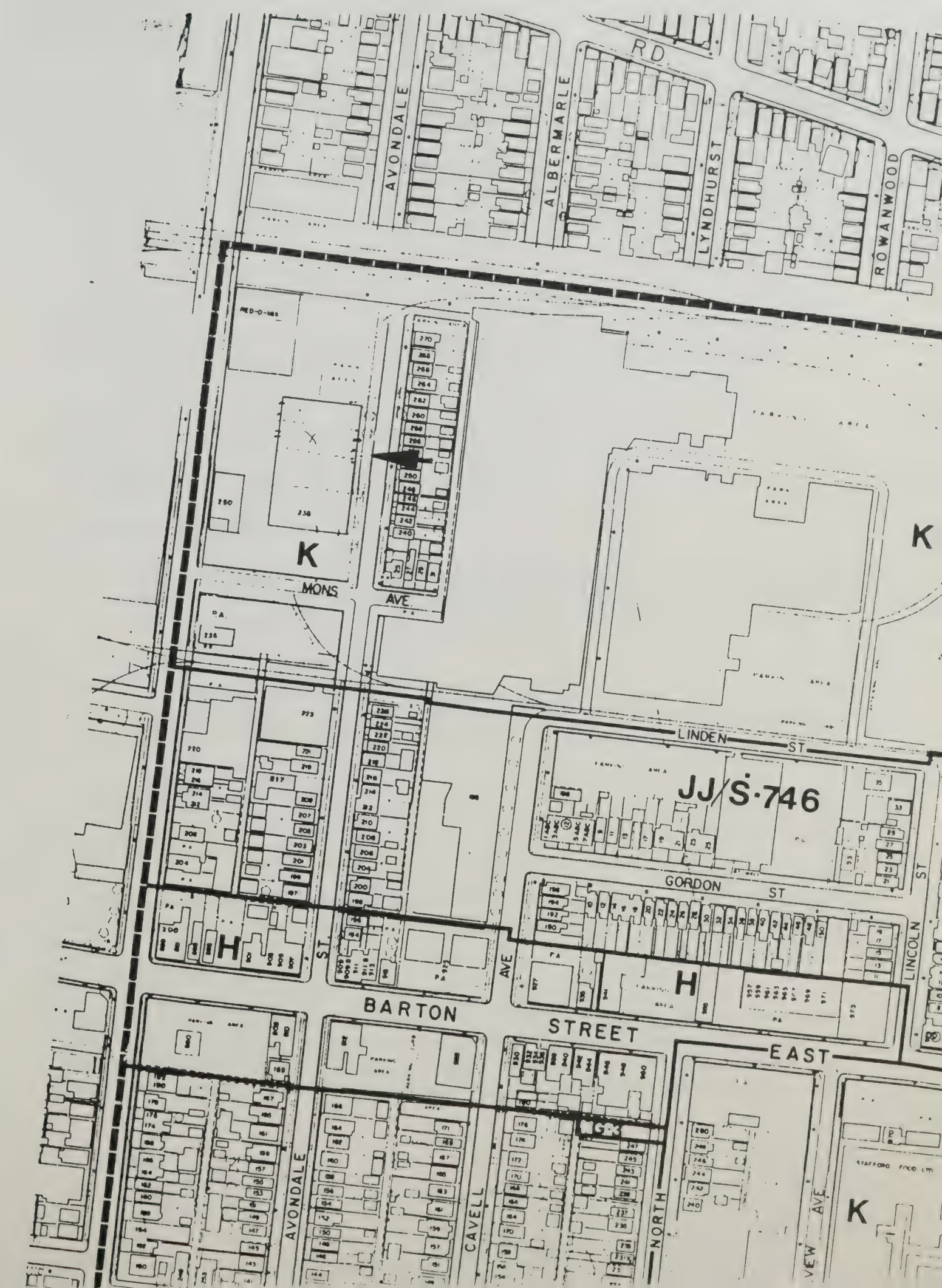
BACKGROUND:

Staff has received a request from Ms. Patricia Comie, 264 Avondale North, to switch the existing "No Parking" regulation from the east side of Avondale between Mons and the C.N.R. Main Line to the west side of the street in this block.

Avondale has a 28 foot pavement width, and presently there is unrestricted parking on the west side and a "No Parking" regulation on the east side of the street in this area. An investigation has revealed that the only loading door for Powel Auto Parts, 238 Gage Avenue North opens onto Avondale and that vehicles parked on the west side of the street tend to impede the delivery and of goods this business. Further, attempting to unload delivery trucks from the east side or centre of the roadway obstructs traffic movements on Avondale.

A petition was subsequently circulated to the 16 homes abutting Avondale, the results of which indicated that 10 residents support the proposal, and that one resident holds no opinion. It is anticipated that the proposed revisions to the existing parking regulations will provide adequate parking for the residents of the street while facilitating the delivery of goods to Powell Auto Parts, and therefore, since 63 percent of the abutting residents are in favour of the requested changes, staff concurs with the request.

CVB/MBH


AVONDALE
ALBERMARLE
RD.
LYNDHURST
ROWANWOOD
K
MONS
AVE
LINDEN
ST
JJ/S-746
GORDON
ST
H
ST
AVE
BARTON
STREET
EAST
LINCOLN
ST
AVONDALE
CAVELL
NORTH
VIEW
AVE
K

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 16
File No. TEC-161-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Roseland Avenue - Parking Regulations

RECOMMENDATION:

a) That the existing "No Parking" regulation on the south side of Roseland Avenue commencing at Blake Street and extending to the easterly end be revised such that the regulation commences at Blake Street and extends to a point 18 feet west of the easterly end; and

b) That a "No Stopping" regulation be implemented on the north side of Roseland Avenue commencing at the easterly end and extending to a point 17 feet westerly therefrom; and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

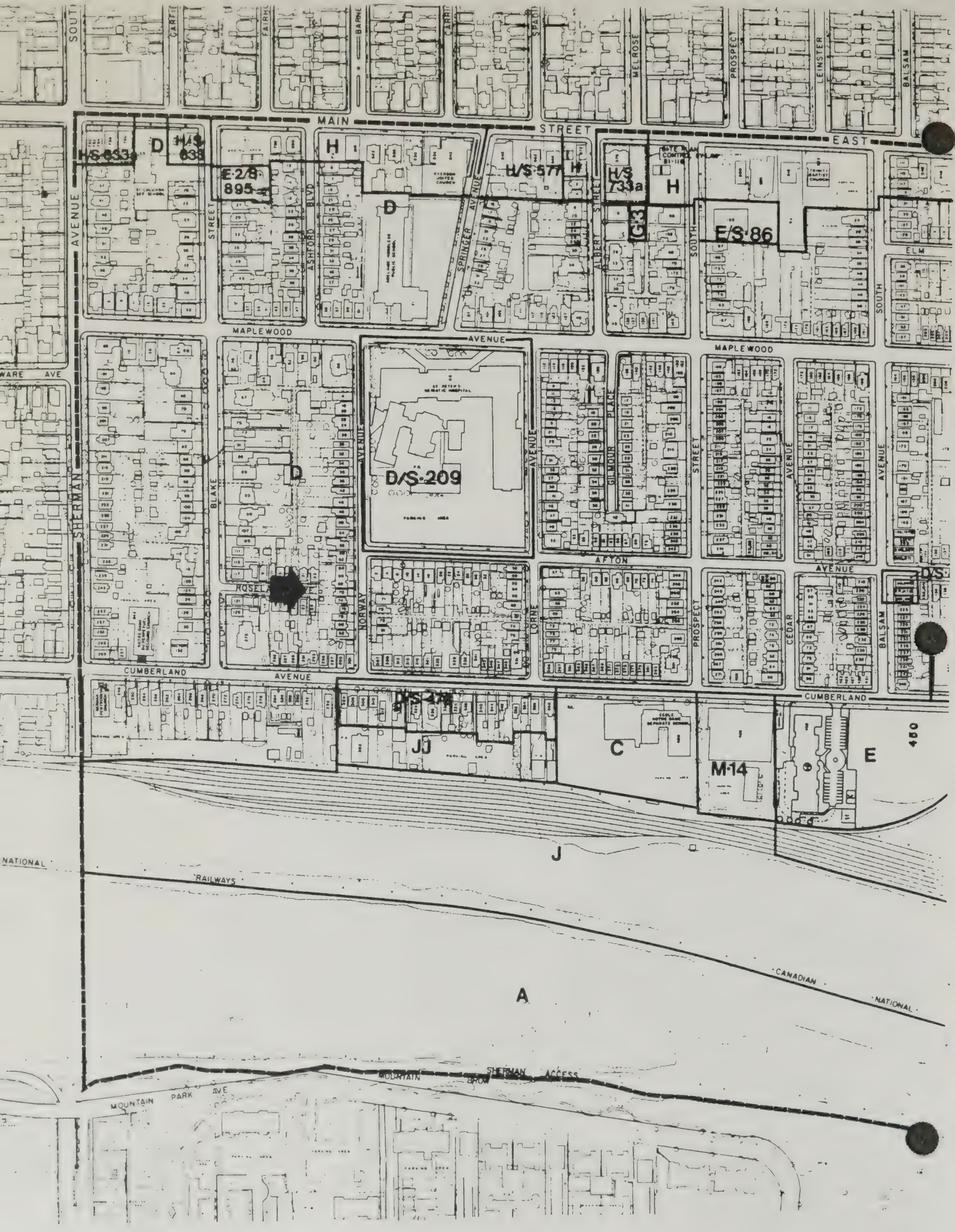
Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Morelli has advised of a request from Mr. Andy Wristen, 70 Norway Avenue, that a "No Stopping" regulation be implemented on the north side of Roseland opposite his driveway located at the rear of his property. Mr. Wristen has expressed concern that it is difficult to access his driveway when a vehicle is parked on the north side of Roseland, opposite his driveway.

Roseland has a 20-foot pavement width, and presently, there is unrestricted parking on the north side and a "No Parking" regulation on the south side of the street in this block. Mr. Wristen's driveway is at the easterly end of Roseland and staff has confirmed that a parked vehicle in this area would obstruct access to Mr. Wristen's driveway. However, parking on this street is at a premium and staff is of the opinion that switching the on-street parking from the north side to the south side, in the area opposite the subject driveway, would allow Mr. Wristen to access his driveway while still maintaining the maximum number of on-street parking spaces. Both Alderman Morelli and Alderman Drury have advised that they concur. Staff does not anticipate any parking difficulties for area residents and therefore concurs with the request.

CVB/MBH/smg


MAIN STREET EAST
MAPLEWOOD AVENUE
MAPLEWOOD
CUMBERLAND AVENUE
CUMBERLAND
AFTON AVENUE
ROSEL
SHERMAN AVENUE
BLAKE AVENUE
NORWAY AVENUE
LORNE AVENUE
GILMOUR PLACE
ALBERT STREET
SPRINGER AVENUE
ASHFORD BLVD
PROSPECT
CEDAR
BALSAM
MELROSE
LEINSTER
ELM
SOUTH
D/S-209
D/S-47
E/S-86
H/S-577
H/S-633
H/S-733a
E-2/8-895
M-14
450
CANADIAN NATIONAL RAILWAYS
MOUNTAIN PARK AVE
MOUNTAIN BROW
SHERMAN ACCESS

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 25
File No. TEC-127-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East side of Thorndale Street South, south of Main Street West - Parking Regulation

RECOMMENDATION:

That the existing "No Parking" regulation on the east side of Thorndale Street South, commencing at a point 183 feet south of Main Street West and extending to a point 41 feet southerly therefrom, be removed and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of removing the signs.

BACKGROUND:

Alderman Mary Kiss has advised of a request from Ron DePaulo, 500 Aberdeen Avenue, that the existing "No Parking" regulation on the east side of Thorndale, south of Main be removed.

The subject regulation was implemented in 1984 to provide a loading area for the previous resident who was disabled and who has since moved. The present owner, Mr. Orct, has confirmed the regulation is no longer required and supports the removal of the signs. Therefore, staff concurs with the request.

CVB/MBH/smg


MAIN STREET WEST
THORNDALE ST N
NORFOLK ST N
KINGSMOUNT ST S
HOLLYWOOD ST S
THORNDALE ST S
NORFOLK STREET SOUTH
GLENMOUNT AVENUE
SUSSEX STREET
LELAND STREET
MAPES AVENUE
EMERSON STREET
BROADWAY
BOWMAN STREET
WARD AVENUE
ROYAL AVENUE
HOLMES AVENUE
WHITNEY AVENUE
BAXTER STREET
THOMPSON PLACE
DE LORIMIER COURT
TOTTENHAM ROAD
IONA AVENUE
CLIFFORD STREET
WILLOWCREST STREET
AINSLIE STREET
EXPRESSWAY
C/S 720
C/S 728
C/S 615
C/S 617
C/S 754
DE 3
S 981
C
G
H
J
A

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 7
File No. TEC-160-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Connaught Avenue South, south of Dunsmure Road - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping" regulation on the west side of Connaught Avenue South commencing at Dunsmure Road and extending to a point 52 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

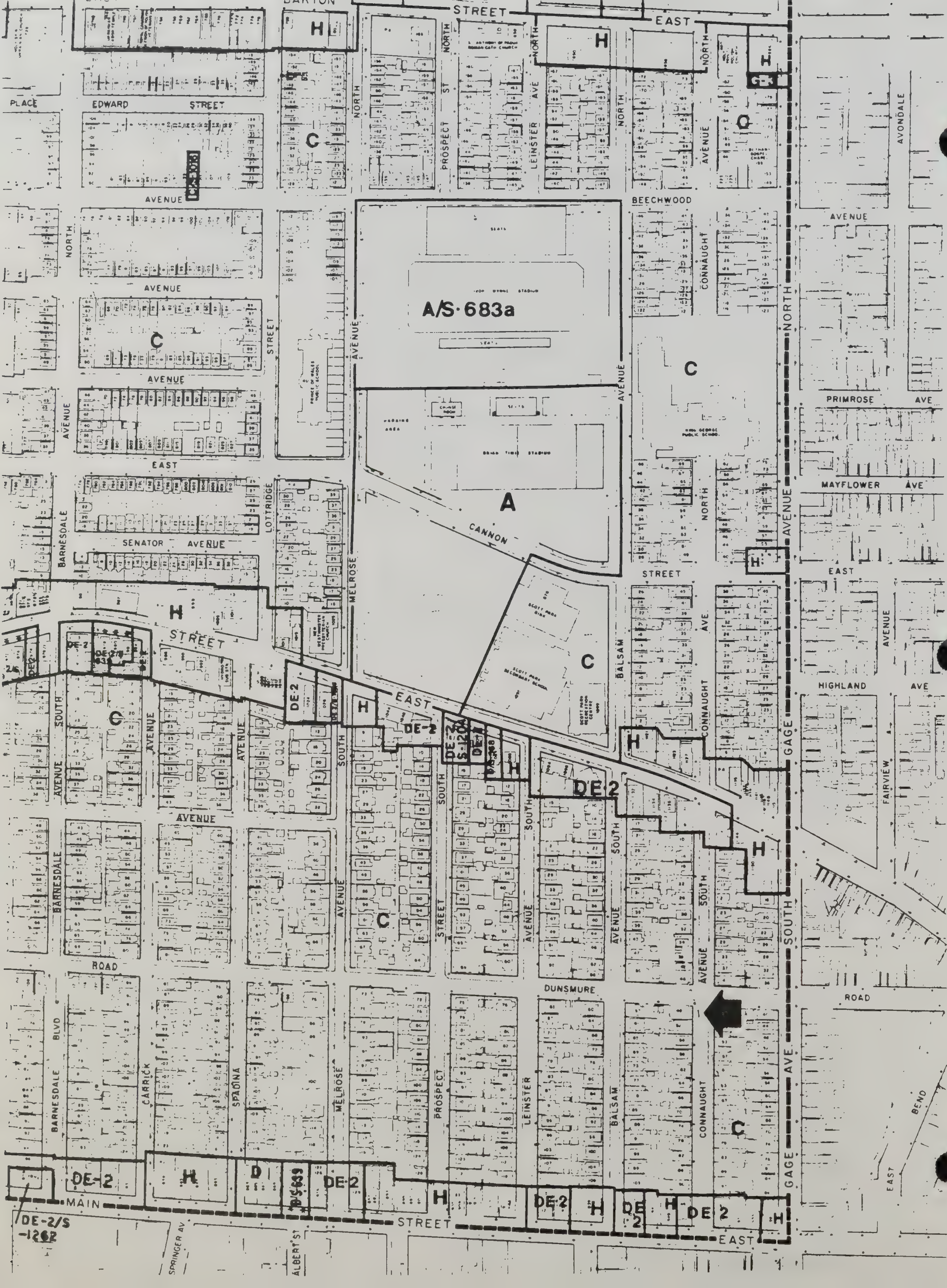
BACKGROUND:

Alderman Drury and Alderman Morelli have advised staff of a request that the exisiting corner clearance on the west side of Connaught, south of Dunsmure be removed to provide additional on-street parking on Connaught.

An investigation has revealed that all-way stop control was implemented at the intersection of Connaught and Dunsmure in 1988, and that the subject corner clearance could be removed since motorists on all approaches to the intersection are required to stop and visibility need not be a factor. Staff has contacted Mr. Bobolo, 48 Connaught Avenue South, whose property abutts the area, and has been advised that he supports the removal of the subject regulation.

The removal of the "No Stopping" corner clearance will restore one unrestricted on-street parking spaces to the west side of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/smg


BARTON
STREET
EAST
H
H
H
G-K
C
C
C
C
C
C
C
PLACE
EDWARD
STREET
AVENUE
NORTH
AVENUE
AVENUE
AVENUE
EAST
SENATOR
AVENUE
BARNESDALE
LOTTRIDGE
STREET
PROSPECT
ST
NORTH
LEINSTER
AVE
BEECHWOOD
CONNAUGHT
AVENUE
AVONDALE
AVENUE
A/S·683a
A
CANNON
STREET
MELROSE
PRINCE OF WALES PUBLIC SCHOOL
KING GEORGE PUBLIC SCHOOL
SCOTT PARK SECONDARY SCHOOL
SCOTT PARK RECREATION CENTRE
PRIMROSE
AVE
MAYFLOWER
AVE
EAST
AVENUE
HIGHLAND
AVE
FAIRVIEW
NORTH
GAGE
AVENUE
SOUTH
BALSAM
AVE.
STREET
H
DE-2
DE-2/S-631
STREET
EAST
DE-2
H
DE-2
DE-2/S-120A
DE 2
H
H
SOUTH
AVENUE
AVENUE
ROAD
DUNSMURE
ROAD
BARNESDALE
BLVD
CARRICK
SPADINA
MELROSE
PROSPECT
LEINSTER
BALSAM
CONNAUGHT
GAGE
AVE
BEND
EAST
DE-2
H
D
D/S-639
DE-2
H
DE 2
H
DE 2
H
DE 2
H
MAIN
STREET
EAST
DE-2/S -1262
SPRINGER AV
ALBERT ST

2(B)(i)(k

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 7
File No. TEC-132-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 36 Brock Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Brock Street commencing at a point 89 feet east of John Street North and extending to a point 24 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Henry Fusaro, 36 Brock Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

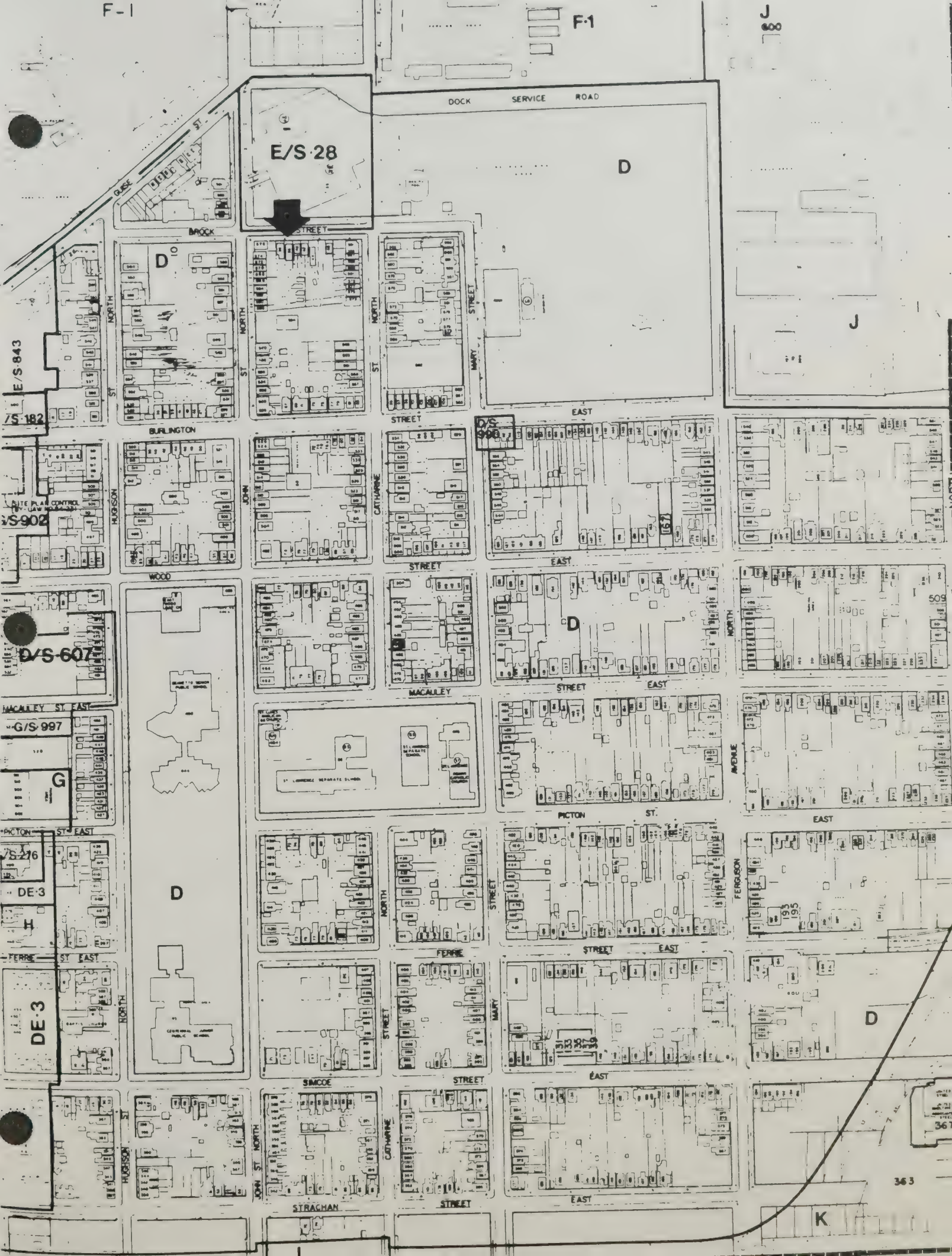
BACKGROUND:

Staff has received a request from Mr. Henry Fusaro, 36 Brock Street, that a reserved "Permit Parking" space be implemented on the south side of Brock in front of his home since he is disabled.

Brock has a 25-foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Fusaro possesses a valid permit and further investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/kg


F-1
F-1
J
600
DOCK SERVICE ROAD
E/S-28
D
J
QUEEN ST.
BROCK STREET
D
10
NORTH ST
NORTH ST
STREET
MARY STREET
E/S-843
/S-182
BURLINGTON STREET EAST
D/S-902
HUGHSON
JOHN
CATHARINE
STREET
EAST
D/S-902
167
WOOD
D/S-607
MACAULEY ST. EAST
G/S-997
G
D
MACAULEY STREET
D
STREET EAST
NORTH
509
PICTON ST. EAST
/S-276
DE-3
H
D
PICTON ST.
AVENUE
EAST
FERRIE ST. EAST
DE-3
NORTH
FERRIE
STREET
STREET EAST
FERGUSON
193
195
SIMCOE
STREET
MARY
131
137
139
EAST
D
HUGHSON ST.
JOHN ST. NORTH
CATHARINE
STRACHAN
STREET
EAST
363
K

2(BXiX5

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 7
File No. TEC-134-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 119 Adeline Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of Adeline Avenue commencing at a point 50 feet south of Roxborough Avenue and extending to a point 20 feet southerly therefrom, and on the east side of Adeline Avenue commencing at a point 29 feet south of Roxborough Avenue and extending to a point 22 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

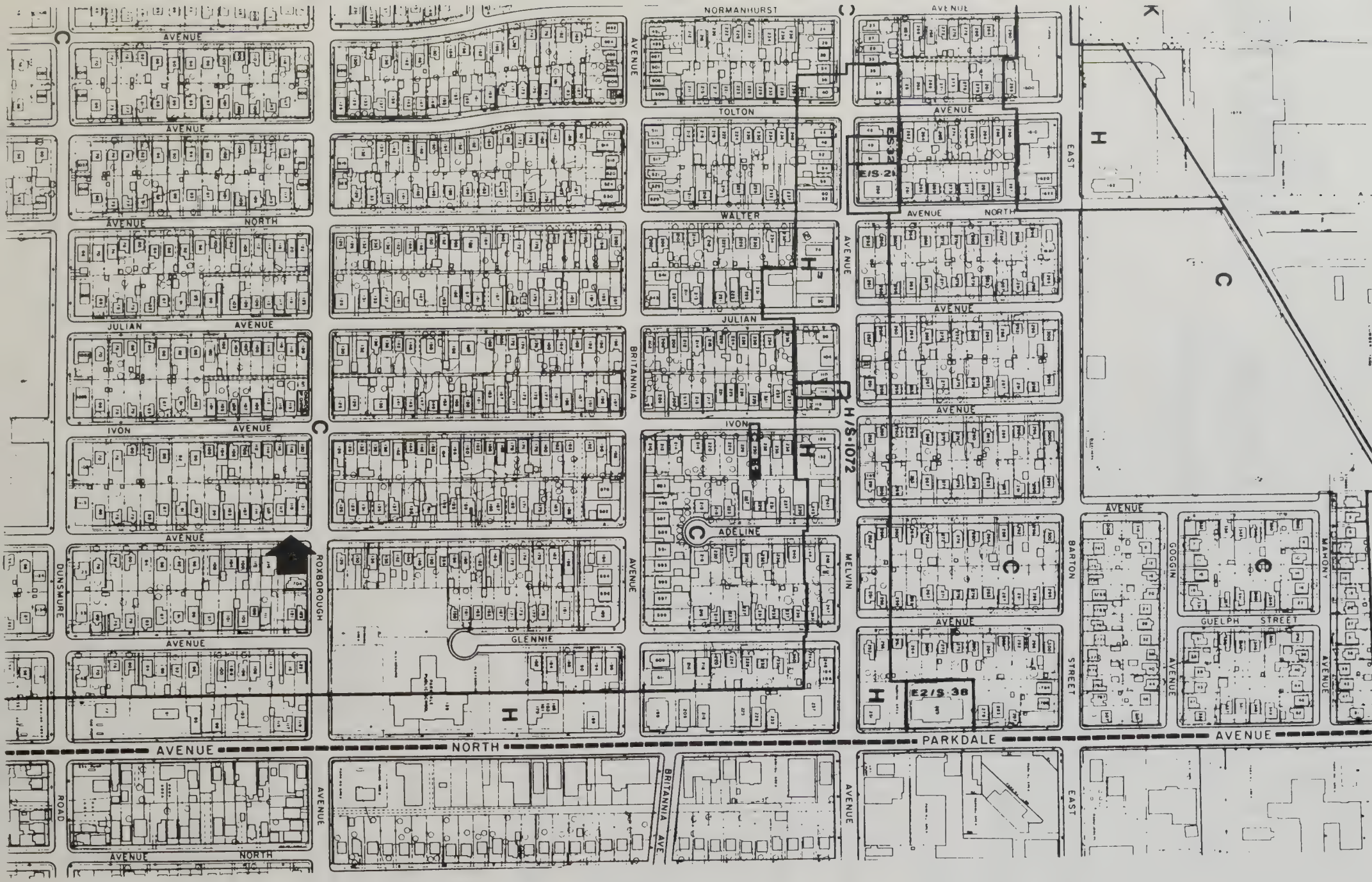
Sufficient funds are available in the 1997 budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from a family member that the existing "Permit Parking" regulation directly in front of and across from No. 119 Adeline Avenue be removed as the resident, Ms. Betty Lees, has recently passed away. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to both sides of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/kg


NORMANHURST
AVENUE
TOLTON
WALTER
JULIAN
IVON
ADELINE
GLENNIE
ROXBOROUGH
DUNSMURE
BRITANNIA
MELVIN
BARTON
GOGGIN
MAHONY
GUELPH
STREET
EAST
NORTH
PARKDALE
ROAD
H/S-1072
E/S-21
E2/S-38

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 8
File No. TEC-138-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West side of East 35th Street between Concession Street and the northerly end - Parking Regulations

RECOMMENDATION:

That the existing "No Parking, 10:00 a.m. to 2:00 p.m., Monday to Friday" regulation on the west side of East 35th Street between Concession Street and the northerly end be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

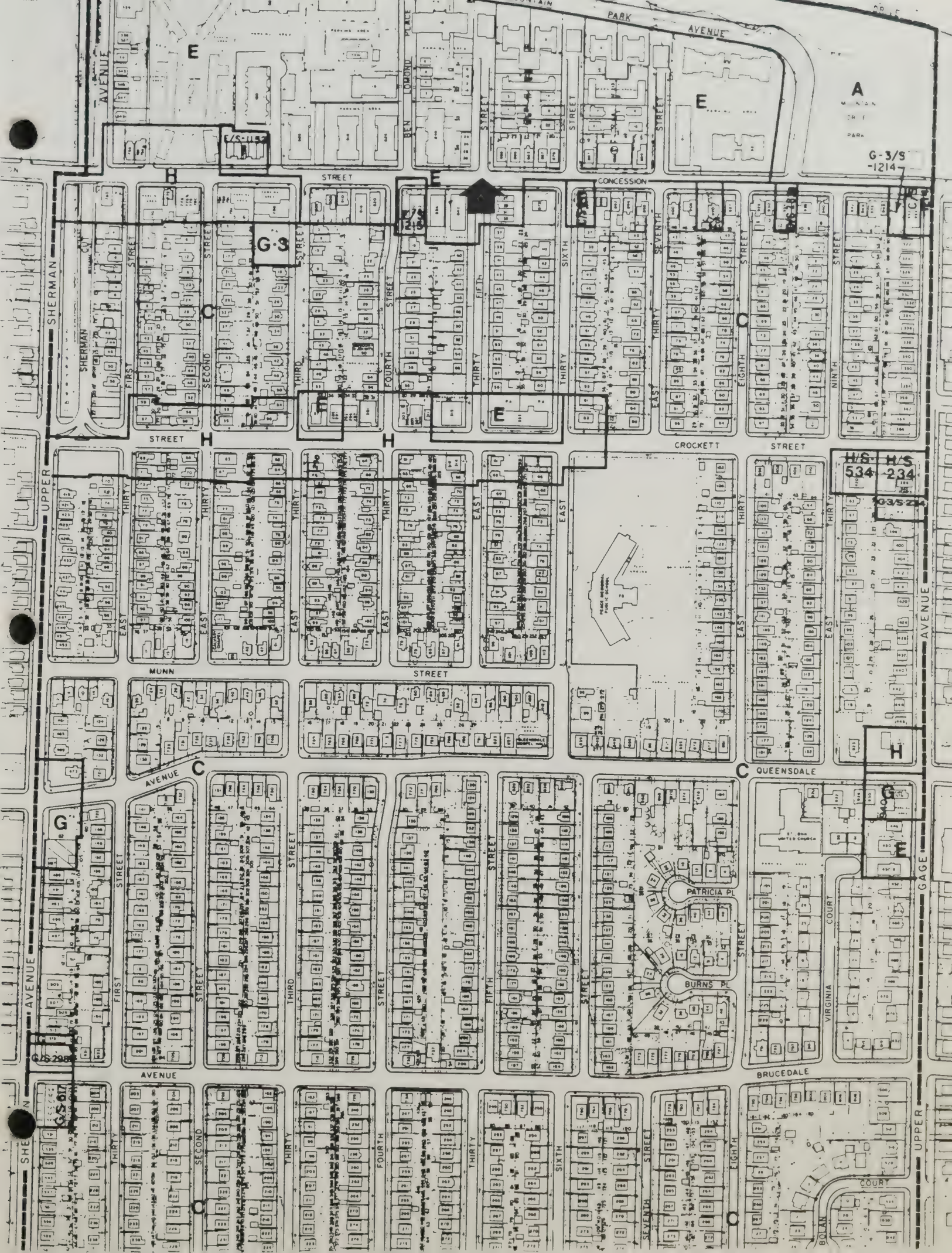
BACKGROUND:

Alderman Bob Charters advised staff of a concern from an area resident regarding the lack of on-street parking on East 35th, north of Concession. As a result, staff has received a petition signed by representatives of nine of the twelve residential properties abutting East 35th between Concession and the northerly end requesting that the existing "No Parking, 10:00 a.m. to 2:00 p.m., Monday to Friday" regulation on the west side of East 35th be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation. All nine of the residents that signed the petition are in favour of the requested regulation change.

East 35th has a 24-foot pavement width, and presently, there is a "No Parking, 10:00 a.m. to 2:00 p.m., Monday to Friday" regulation on the west side of the street and a "No Parking" regulation on the east side of the street in this area.

The subject regulation was implemented in 1990 to prohibit long-term non-resident parking by employees of the Henderson Hospital. The implementation of the requested time limit regulation would still prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicles(s) from the signed time limit regulation. Therefore, since 75% of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


PARK AVENUE
BEN LOMOND PLACE
CONCESSION STREET
SHERMAN AVENUE
UPPER GAGE AVENUE
CROCKETT STREET
MUNN AVENUE
QUEENSDALE AVENUE
PATRICIA PL
BURNS PL
VIRGINIA COURT
BRUCEDALE AVENUE
BOLAN COURT
FIRST STREET EAST
SECOND STREET EAST
THIRD STREET EAST
FOURTH STREET EAST
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
NINTH STREET EAST
THIRTY STREET EAST
G-3/S -1214
H/S 534
H/S 234
G3/S 234
G15/S 298
G15/S 617

2(BXiXh)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 8
File No. TEC-139-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 346 Tragina Avenue North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Tragina Avenue North commencing at a point 66 feet south of Vansitmart Avenue and extending to a point 22 feet southerly therefrom be removed, and that the City Traffic By-law 89-82 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

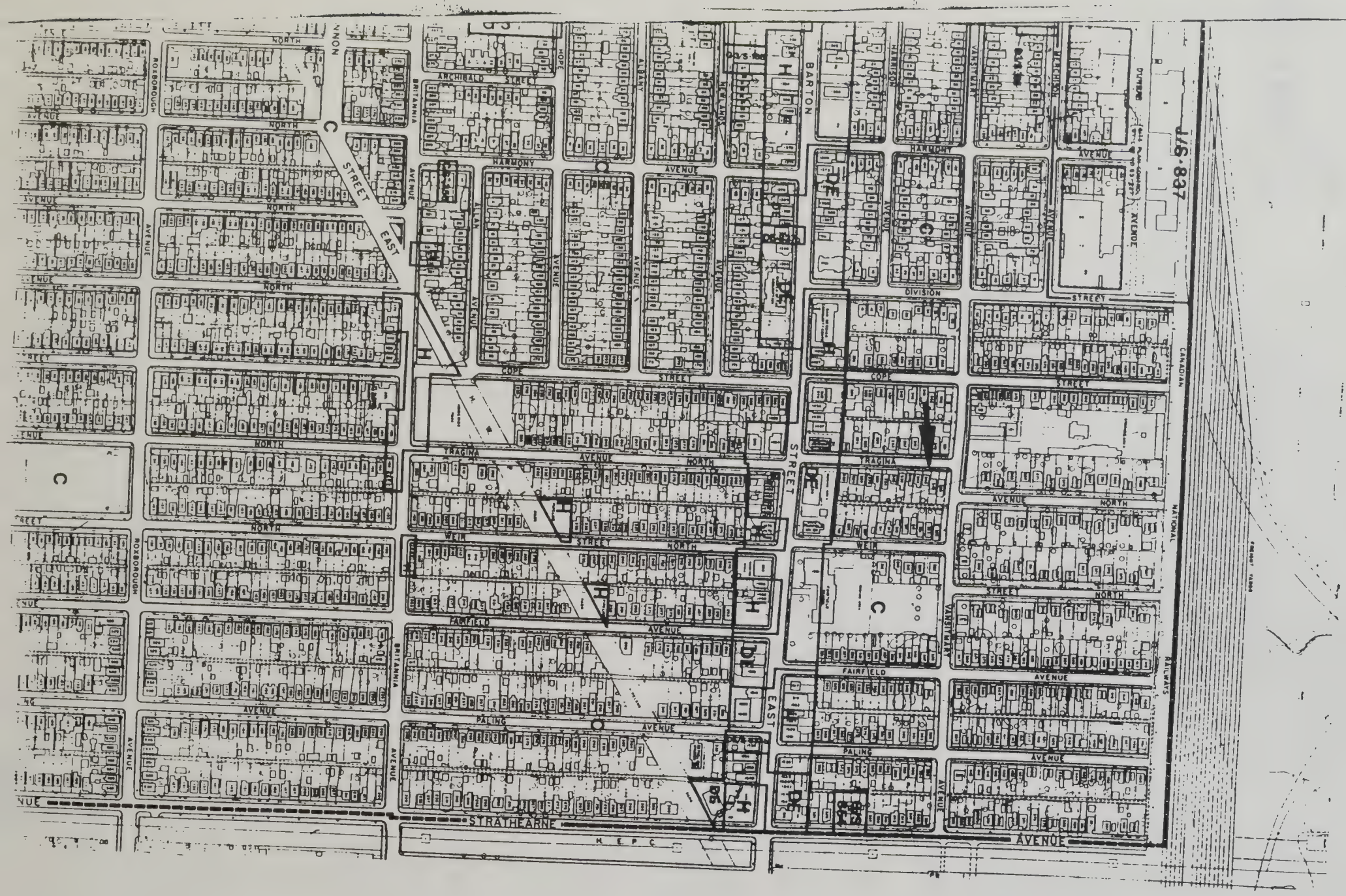
Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff received a request from Mrs. Allan, 346 Tragina Avenue North, that the existing "Permit Parking" regulation on the east side of the street in front of her home be removed since she has moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street space to the east side of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/kg


STRATHEARNE AVENUE
H E P C
EAST STREET
NORTH STREET
HARMONY AVENUE
DIVISION STREET
COPE STREET
TRAGINA AVENUE
WEIR STREET
FAIRFIELD AVENUE
PALING AVENUE
BARTON
NONA
ARCHIBALD STREET
CANADIAN NATIONAL RAILWAYS
J8-837

26(B)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 10
File No. TEC-140-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Abbington Drive - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the east side of Abbington Drive commencing at the north curb line of Abbington Drive and extending to a point 38 feet northerly therefrom and on the north side of Abbington Drive commencing at the east curb line of Abbington Drive and extending to a point 48 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

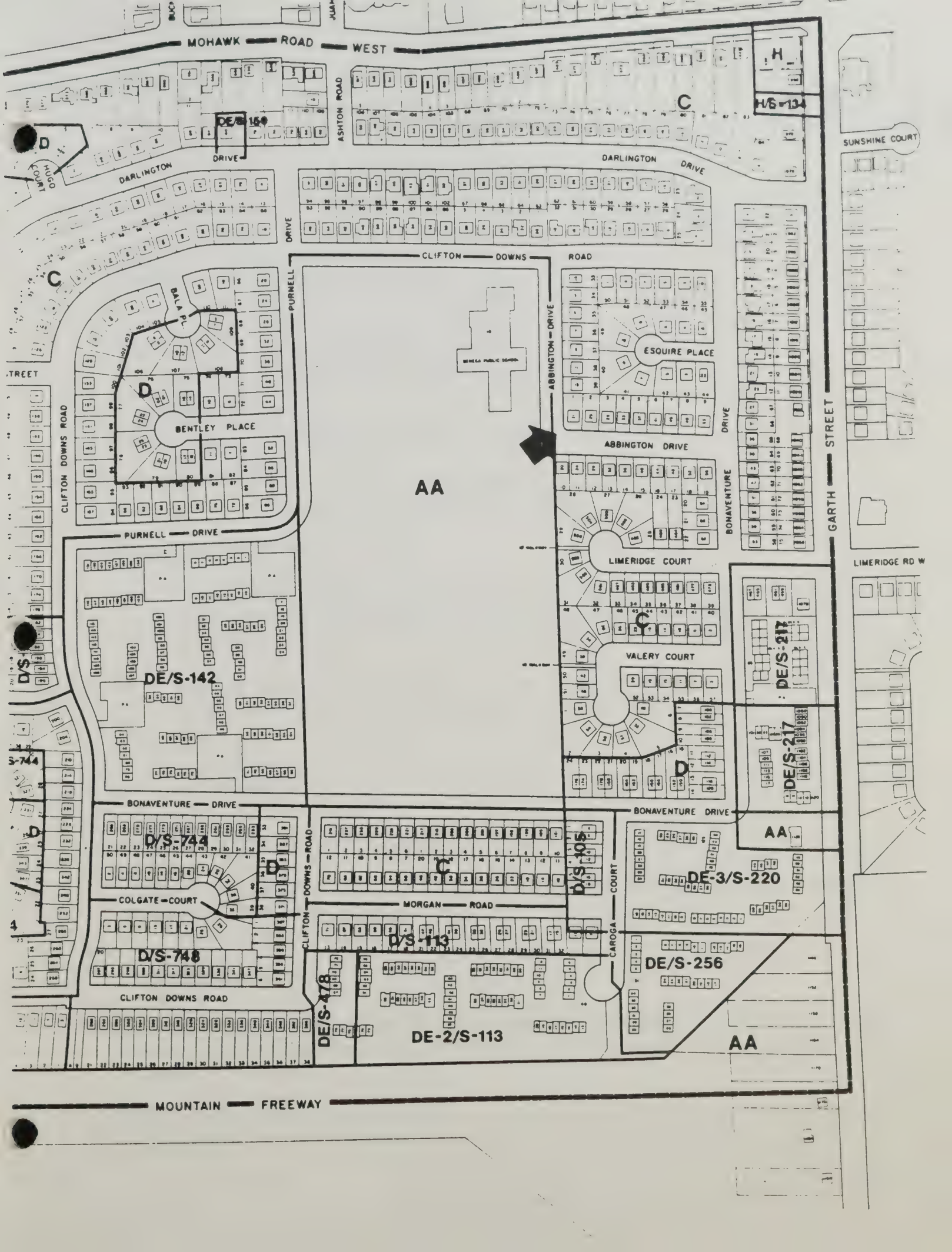
BACKGROUND:

Staff has received a request from Mr. Frank Reichl, 21 Abbington Drive, that a "No Parking" regulation be implemented on the east and north sides of Abbington Drive adjacent to his home to facilitate traffic movement and to improve visibility at the 90 degree turn in the roadway.

Abbington has a 28 foot pavement width, and presently, there is unrestricted parking on the east and north sides and a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west and south sides of the street in this area. Staff has confirmed that parked vehicles in this area do obstruct traffic movement and visibility to some degree. Therefore, staff concurs with the request.

The implementation of the requested regulation will result in the loss of approximately two legal on-street parking spaces. However, since all residents on this street have available off-street parking, and since parking is allowed on the east and north sides of the remainder of this street, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/kg


MOHAWK ROAD WEST
DARLINGTON DRIVE
ASHTON ROAD
SUNSHINE COURT
HUGO COURT
CLIFTON DOWNS ROAD
PURNELL DRIVE
BELA PL
BENTLEY PLACE
CLIFTON DOWNS ROAD
ABBINGTON DRIVE
ESQUIRE PLACE
BONAVENTURE DRIVE
GARTH STREET
LIMERIDGE RD W
LIMERIDGE COURT
VALERY COURT
BONAVENTURE DRIVE
COLGATE COURT
MORGAN ROAD
CLIFTON DOWNS ROAD
CAROGA COURT
MOUNTAIN FREEWAY
AA
DE/S-142
D/S-744
D/S-748
DE/S-478
DE-2/S-113
D/S-113
D/S-105
DE-3/S-220
DE/S-256
DE/S-217

Z(B)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 11
File No. TEC-141-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 21 Land Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Land Street commencing at a point 60 feet west of Niagara Street and extending to a point 19 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. DeMerchant, 21 Land Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

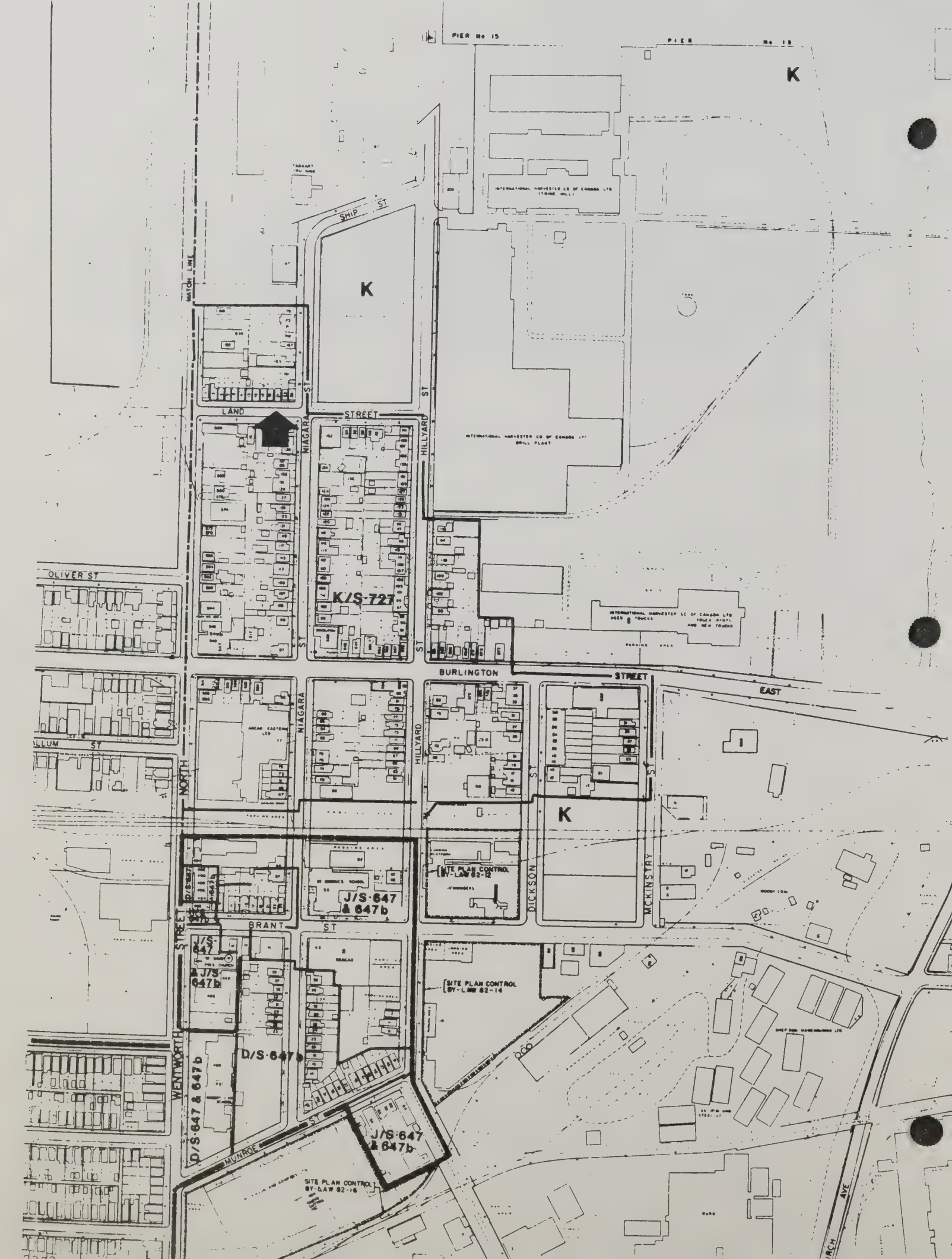
BACKGROUND:

Staff has received a request from Mr. DeMerchant, 21 Land Street, that a reserved "Permit Parking" space be implemented on the north side of Land in front of his home since he is disabled.

Land has a 25 foot pavement width, and presently, there is a "No Parking" regulation on the south side and unrestricted parking on the north side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. DeMerchant possesses a valid permit and further investigation has revealed that there is no suitable alternative parking area available on private property. Therefore staff concurs with the request.

CVB/MBH/kg


PIER No 15
PIER No 16
K
SHIP ST
MATCH LINE
K
LAND ST
NIAGARA ST
HILLYARD ST
K/S-727
OLIVER ST
BURLINGTON STREET EAST
NORTH ST
NIAGARA ST
HILLYARD ST
K
DICKSON ST
MCKINSTRY
SITE PLAN CONTROL BY-LAW 82-13
J/S-647 & 647b
BRANT ST
WENTWORTH STREET
J/S-647
J/S-647b
SITE PLAN CONTROL BY-LAW 82-14
D/S-647b
D/S-647 & 647b
MUNRO ST
J/S-647 & 647b
SITE PLAN CONTROL BY-LAW 82-16
ARCH AVE

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 11
File No. TEC-142-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 547 Hughson Street North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of Hughson Street North commencing at a point 240 feet south of the south curb line of Brock Street and extending to a point 18 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mrs. McQueen, owner of 547 Hughson Street North, that the existing "Permit Parking" regulation on the west side of the street in front of her property be removed since her tenant, Mrs. Judy Simkins, has moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street space to the west side of the street.

CVB/MBH/kg


F-1
PIER 8a 9
DOCK SERVICE ROAD
E/S 28
D
J
BURLINGTON
WOOD
MACAULEY
PICTON
FENNE
SIMCOE
STRACHAN
EAST
NORTH
STREET
WELLINGTON
AVENUE
FERGUSON
HUGHSON
JOHN
CATHARINE
MARY
CANADIAN NATIONAL RAILWAY FREIGHT YARDS
K
343
367
313
339
193
509

2(B)(i)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 16
File No. TEC-143-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West side of Locke Street South, north of Charlton Avenue West - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Locke Street South commencing at a point 119 feet north of Charlton Avenue West and extending to a point 27 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

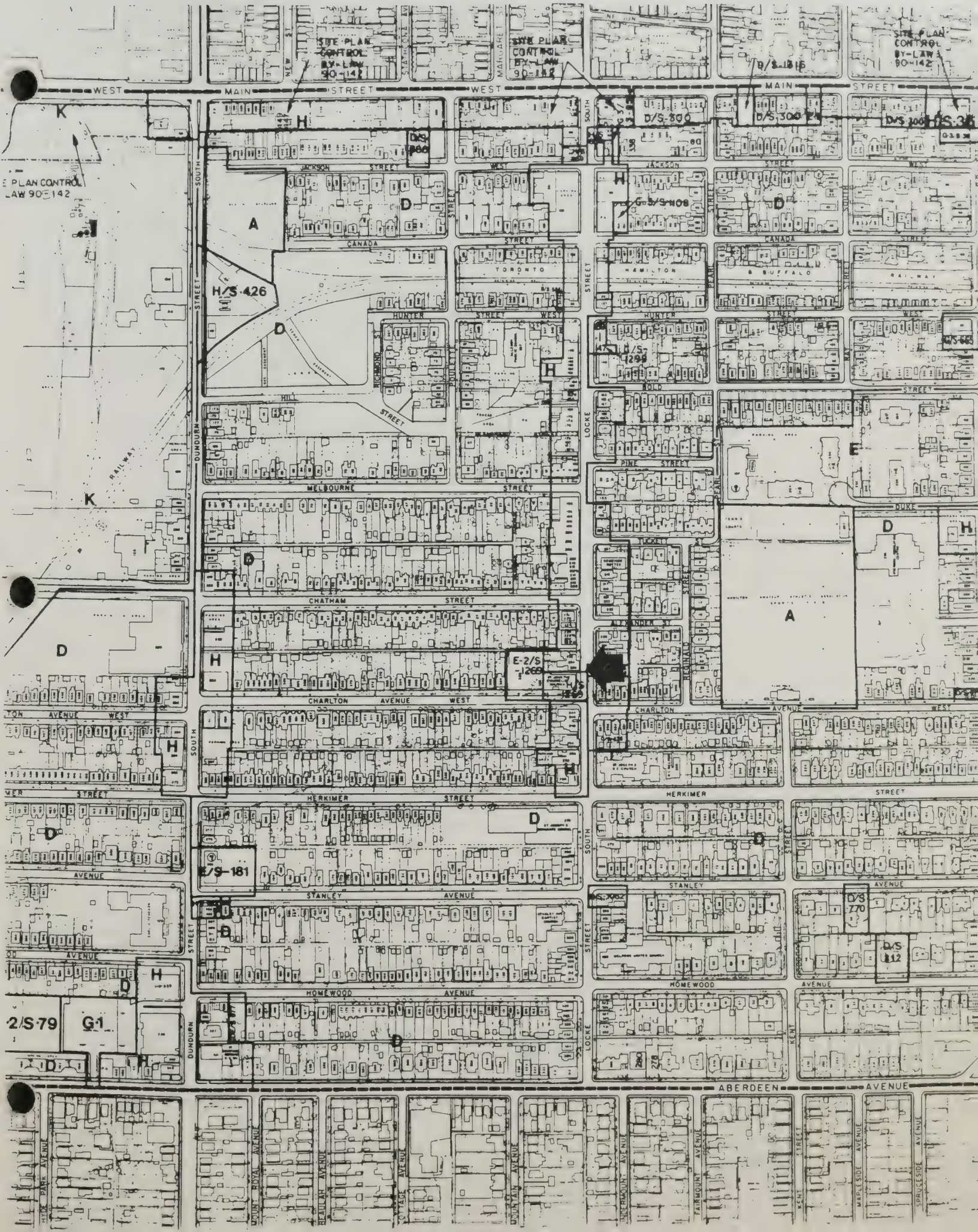
BACKGROUND:

Alderman Mary Kiss has advised of a request from Mrs. Catharine McGar, 232 Locke Street South, that a "No Parking" regulation be implemented on the west side of Locke, directly in front of her home since she is disabled and requires the space for loading and unloading.

Locke has a 40-foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of the street, directly in front of the subject property. The land use abutting the street in this area is a combination of residential and commercial.

The implementation of the requested regulation would result in the loss of only one legal on-street parking space directly in front of Mrs. McGar's home. However, since the requested "No Parking" regulation can also be utilized by the surrounding businesses for loading and unloading, and since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area businesses or residents and concurs with the request.

CVB/MBH/kg


WEST MAIN STREET
SITE PLAN CONTROL BY-LAW 90-142
JACKSON STREET
CANADA
TORONTO
HAMILTON & BUFFALO RAILWAY
HUNTER STREET
HILL STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
PINE STREET
DUKE
DUNDURN SOUTH
RICHMOND
LOCKE SOUTH
MACNAB
ALEXANDER ST
KENT
H/S-426
H/S-1299
E-2/S-1268
E/S-181
D/S-300
D/S-180
D/S-170
D/S-112
2/S-79
G-1
MOUNT HOPE AVENUE
BEAULAH AVENUE
COTTAGE AVENUE
MOUNTAIN AVENUE
INNISMOUNT AVENUE
FAIRMOUNT AVENUE
MAPLESIDE AVENUE
SPRUCESIDE AVENUE

Z(B)(i)(m

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 16
File No. TEC-144-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Upper Kenilworth Avenue and Elliott Avenue - Corner Clearances

RECOMMENDATION:

That "No Stopping" corner clearances be implemented on the west side of Upper Kenilworth Avenue, commencing at Elliott Avenue and extending to a point 69 feet northerly therefrom, and commencing at Elliott Avenue and extending to a point 38 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

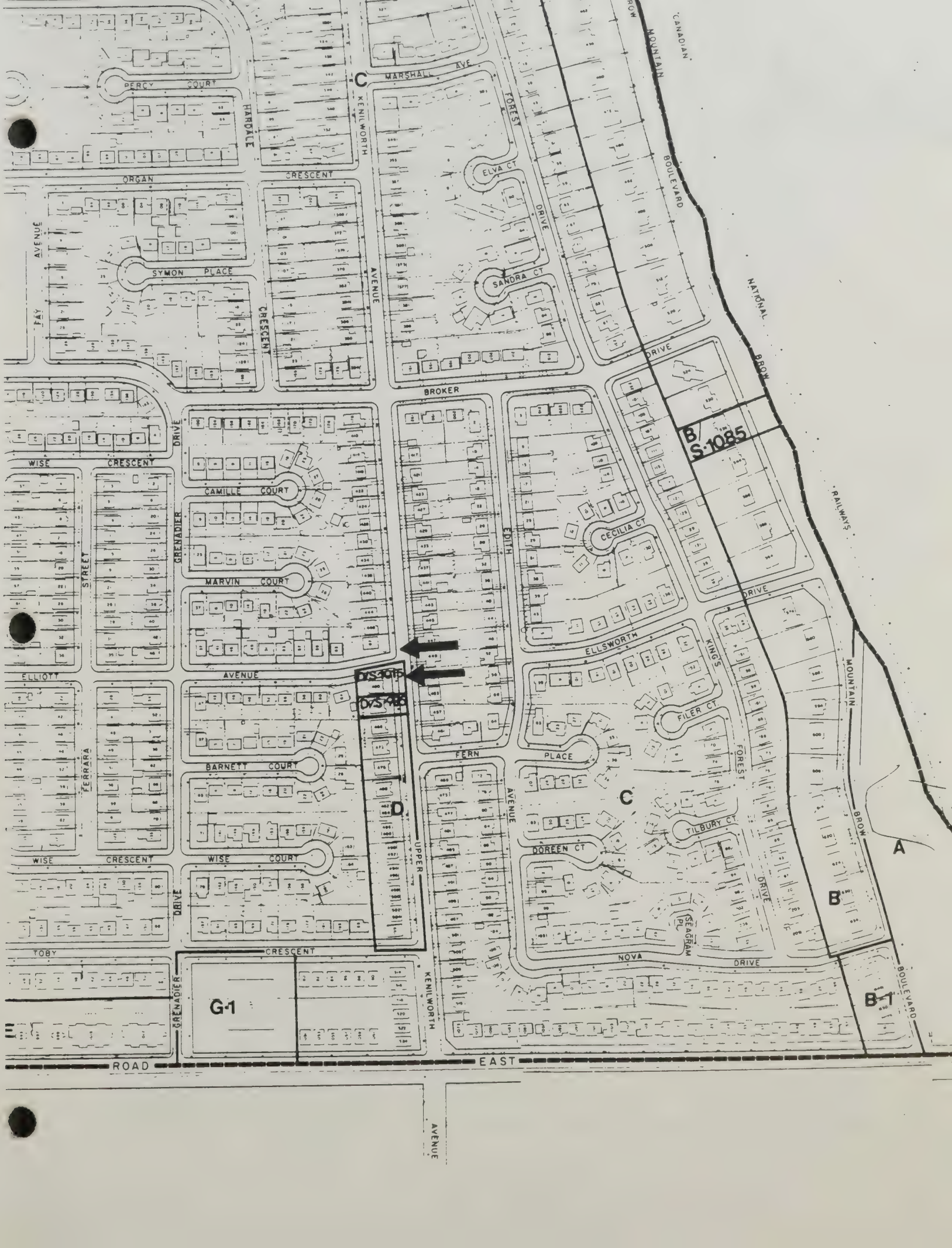
BACKGROUND:

Staff has received a request from Ms. Amanda Burns, 10 Nova Drive, that corner clearances be implemented on the west side of Upper Kenilworth north and south of Elliott. Ms. Burns has expressed concern that parked vehicles in this area obstruct visibility for eastbound motorists on Elliott attempting to enter Upper Kenilworth.

Upper Kenilworth has a 44 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. An investigation has confirmed that motorists' visibility is obstructed to some degree by parked vehicles in this area. There are multiple dwellings on the southwest corner of this intersection. Staff recently contacted Mrs. Steddick, 67 Elliott Avenue,

whose single family home abuts the area of the requested regulation north of the intersection and has been advised that she concurs with the request. The implementation of the requested regulation would result in a loss of three on-street parking spaces. However, in the interest of public safety, and since virtually all homes in this area have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with this request.

CVB/MBH/kg


PERCY COURT
HAROLD CRESCENT
KENILWORTH AVENUE
MARSHALL AVE
FOREST DRIVE
ELVA CT
SANDRA CT
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW BOULEVARD
ORGAN AVENUE
SYMON PLACE
FAY CRESCENT
BROKER DRIVE
WISE CRESCENT
CAMILLE COURT
MARVIN COURT
GRENADIER DRIVE
STREET
EDITH AVENUE
CECILIA CT
ELLSWORTH DRIVE
KINGS
FILER CT
FOREST PLACE
ELLIOTT AVENUE
FERRARA
BARNETT COURT
WISE COURT
UPPER DRIVE
FERN AVENUE
DOREEN CT
TILBURY CT
SEAGRAM PL
NOVA DRIVE
TOBY CRESCENT
KENILWORTH BOULEVARD
EAST ROAD
AVENUE
B/S-1085
DVS-2015
DVS-2016
A
B
B-1
C
D
G-1

2(B)(i)(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 21
File No. TEC-145-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Skylark Drive between Limeridge Road East and Pheasant Place - Parking Regulations

RECOMMENDATION:

That a full-time "One Hour Parking Time Limit" regulation be implemented on both sides of Skylark Drive between Limeridge Road East and Pheasant Place, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

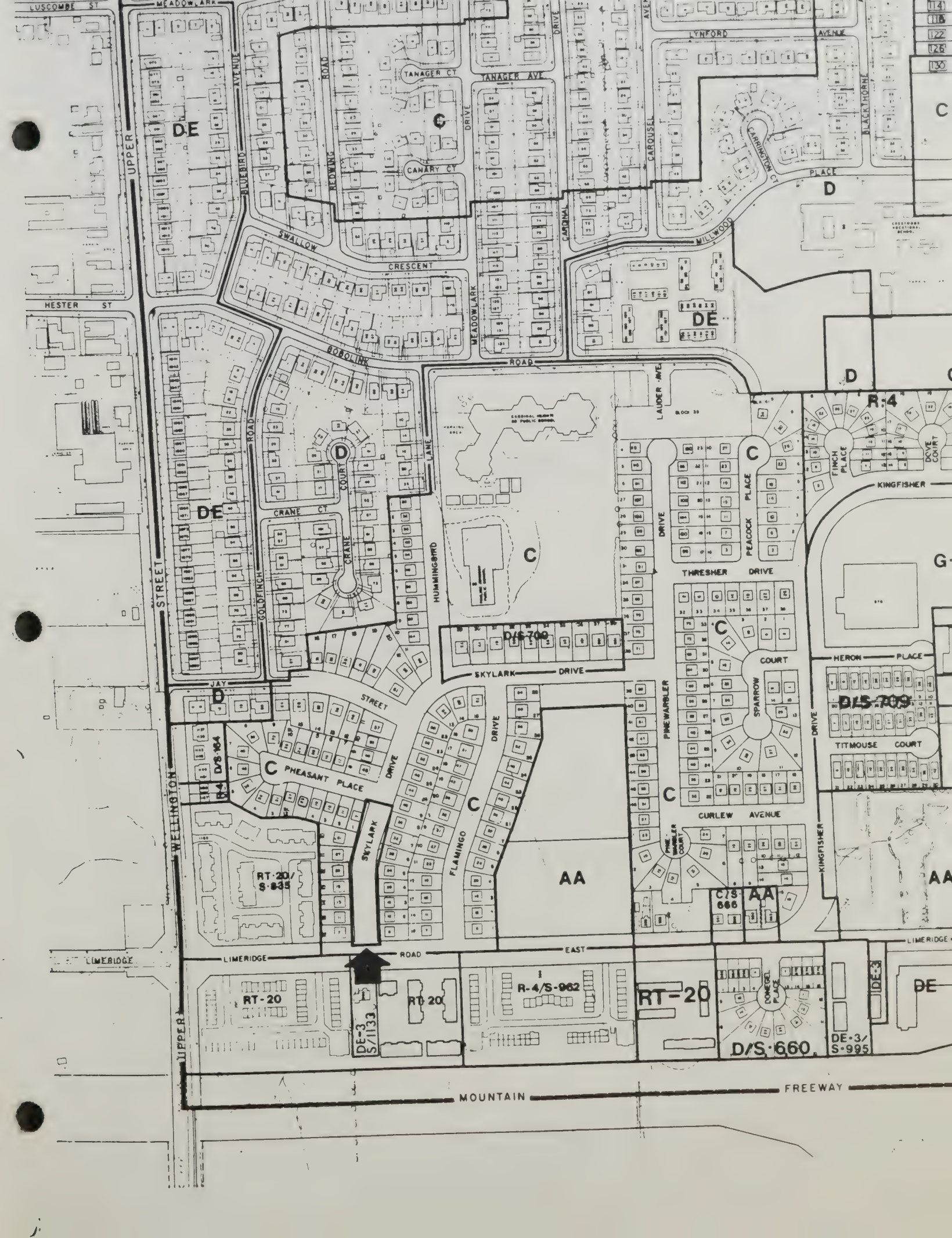
BACKGROUND:

Staff has received a petition signed by representatives of 13 of the 17 residential properties abutting Skylark between Limeridge and Pheasant requesting that a full-time "One Hour Parking Time Limit" regulation be implemented on both sides of the street in this block. Twelve of the residents that signed the petition are in favour of the requested regulation and one is opposed.

Skylark has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by residents and visitors of neighbouring townhouse developments. The implementation of the requested regulation would prohibit long-term non-

resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 71 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


LUSCOMBE ST
MEADOWLARK
UPPER
DE
BLUEBIRD AVENUE
REDWING ROAD
TANAGER CT
TANAGER AVE
C
DRIVE
CANARY CT
CAROUSEL AVENUE
LYNFORD AVENUE
CARRINGTON CT
BLACKTHORNE PLACE
D
SWALLOW CRESCENT
CARDINAL DRIVE
MILLWOOD
HESTER ST
MEADOWLARK ROAD
BOBOLINK ROAD
LAUDER AVE
BLOCK 39
R-4
FINCH PLACE
DOVE COURT
KINGFISHER
STREET
GOLDFINCH ROAD
CRANE CT
CRANE LANE
HUMMINGBIRD
PEACOCK PLACE
THRESHER DRIVE
D/S 700
SKYLARK DRIVE
JAY STREET
HERON PLACE
D/S 709
TITMOUSE COURT
PHEASANT PLACE
D/S 164
PINE WARBLER DRIVE
SPARROW COURT
CURLEW AVENUE
WELLINGTON
RT-20/ S-835
SKYLARK
FLAMINGO DRIVE
AA
C/S 666
PINE WARBLER COURT
LIMERIDGE ROAD EAST
RT-20
DE-3 S/1133
R-4/S-962
DOMEDEL PLACE
D/S 660
DE-3/ S-995
MOUNTAIN FREEWAY

2(BXiXo)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 21
File No. TEC-146-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Munn Street between East 31st Street and East 33rd Street - Parking Regulations

RECOMMENDATION:

That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Munn Street between East 31st Street and East 33rd Street, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 14 of the 19 residential properties abutting Munn between East 31st and East 33rd requesting that a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in these blocks. All 14 of the petitioners are in favour of the requested regulation.

Munn has a 40-foot pavement width, and presently, there is unrestricted parking on both sides of the street in these blocks. The resident who circulated the petition expressed concern regarding long-term non-resident parking by employees and visitors of the Hamilton Henderson Hospital. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 74 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


UPPER SHERMAN AVENUE
EIGHTH STREET
BRUCEDALE AVENUE
QUEENSDALE AVENUE
CONCESSION STREET
FENNELL AVENUE EAST
G/S 617
G/S 2000
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
SEVENTH STREET
EIGHTH STREET
NINTH STREET
THIRTY EAST
MUNN AVENUE
CROCKET STREET
BURNS PL.
PATRICIA PL.
BOLAN
VIRGINIA COURT
534-2
G-3

2(8)(i)(p)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 21
File No. TEC-147-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West 33rd Street between Angela Avenue and Scenic Drive
- Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 33rd Street between Angela Avenue and Scenic Drive, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of all 16 of the residential properties abutting West 33rd between Angela and Scenic requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All 16 of the petitioners are in favour of the requested regulation.

West 33rd has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College School of Nursing.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 100 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


SANATORIUM ROAD
SCENIC DRIVE
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
BENOAKER AVENUE
LESLIE AVENUE
ANGELA AVENUE
ELMWOOD AVENUE
SANATORIUM
SCENIC DRIVE
MOUNTAIN
B-2
B-1
C
B
ROAD
UPPER PARADISE ROAD

2(B)(i)(q

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 21
File No. TEC-148-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Sanford Avenue North between Barton Street East and Myler Street - Parking Regulations

RECOMMENDATION:

(a) That the existing "Permit Parking" regulation on the west side of Sanford Avenue North commencing 147 feet north of Barton Street East and extending to the south curb line of Myler Street be revised such that the regulation commences 147 feet north of Barton Street East and extends to a point 227 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the maximum number of permits to be issued be reduced from eleven to eight.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of relocating the existing signs.

BACKGROUND:

Alderman Bernie Morelli has advised staff of a request from Mr. Elmo Corsini, owner of the Trocadero Restaurant, 525 Barton Street East, that the existing "Permit Parking" regulation on the west side of Sanford between Barton and Myler be shortened to allow unrestricted parking at the northerly end of Sanford, across from a vacant industrial building, for their employees and customers. Mr. Corsini's restaurant is on the north-east corner of Barton and Sanford and does not provide any off-street parking.

City Council at its meeting held 1997 April 29, approved the implementation of the subject "Permit Parking" regulation on the west side of Sanford between Barton and Myler as requested by the five residential properties abutting this section of Sanford. An investigation has revealed that there are eleven legal on-street parking spaces on the west side of the street in this block. It was indicated on the petition that ten permits would be required by the abutting residents. However, since the implementation of the "Permit Parking" regulation, only six of the requested parking permits have been issued. Staff recently contacted the five residential properties abutting this area regarding the demand for permits and was advised that the residents will only require a total of eight permits. Therefore, since only eight of the eleven reserved parking spaces will be utilized, it would be appropriate to shorten the existing regulation to allow three unrestricted on-street parking spaces at the northerly end adjacent to the vacant industrial building. Staff has reviewed this matter and concurs with the request.

CVB/MBH/kg


WENTWORTH STREET NORTH
WENTWORTH STREET
DE-3/S-1324
DE-3/S-1073a
D/S-1276
SANFORD AVENUE
J/S-516
J/S-175
J/S-326
E/S-174
D/S-459
J/S-328
G-3
HUNTLEY ST
ADAMS
MADISON AVENUE
GREENAWAY AVENUE
HAZEL AVENUE
STIRTON
BIRCH AVENUE
CHESTNUT
KINRADE AVENUE
GIBSON AVENUE
MINTO AVENUE
WESTINGHOUSE AVE
MILTON AVENUE
FULLERTON AVENUE
SHERMAN AVENUE NORTH
BARTON STREET
KING STREET EAST
WILSON STREET
CANNON STREET EAST
DUNSMORE AVENUE
HWY 403
HS-644

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 21
File No. TEC-149-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 345 Tragina Avenue North - Parking Regulations

RECOMMENDATION:

That the existing "Wheelchair Loading Zone, 8:00 a.m. to 11:00 p.m., Monday to Friday" regulation on the west side of Tragina Avenue North commencing at a point 66 feet south of Vansitmart Avenue and extending to a point 23 feet southerly therefrom, be revised such that the regulation is in effect seven days a week, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

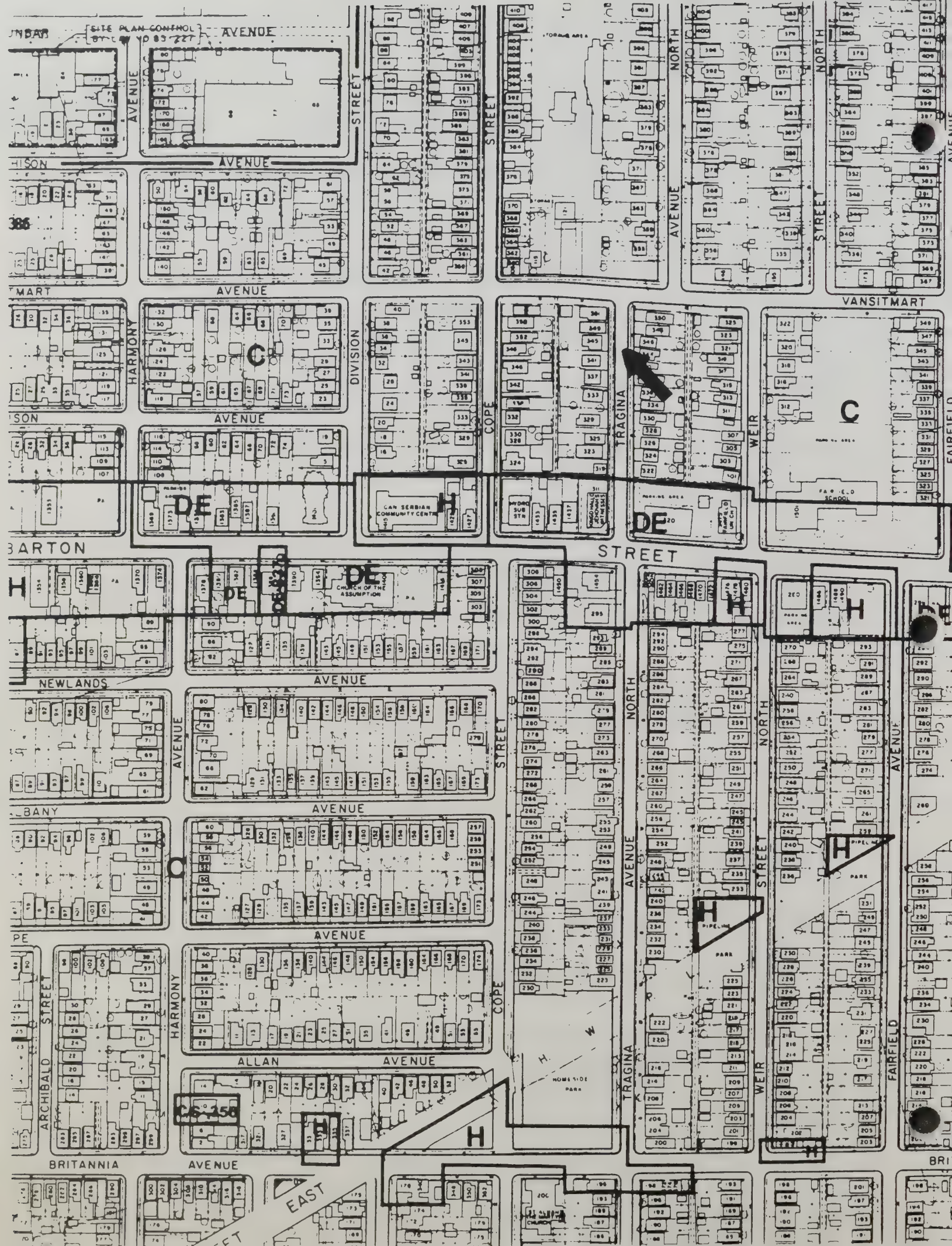
Sufficient funds are available in the 1997 operating budget cover the cost of revising the subject signs.

BACKGROUND:

Staff has received a request from Mrs. Alice Hebbard, 345 Tragina Avenue North, that the existing "Wheelchair Loading Zone, 8:00 a.m. to 11:00 p.m., Monday to Friday" regulation, on the west side of Tragina, south of Vansitmart, be revised such that it is in effect seven days a week. Mrs. Hebbard depends upon DARTS busses for transportation, and is now utilizing the service on weekends as well as during the week.

Since virtually all residents in this area have available off-street parking, and since this space will continue to be available for parking after 11:00 p.m., staff does not anticipate any parking difficulties for area residents, and therefore concurs with the request.

CVB/MBH/kg


SITE PLAN CONTROL
AVENUE
STREET
NORTH
VANSITMART
HARMONY
DIVISION
COPE
TRAGINA
WEIR
FAIRFIELD
BARTON
NEWLANDS
ALBANY
ARCHIBALD
ALLAN
BRITANNIA
EAST
C
DE
H

2(8)(i)(s)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 21
File No. TEC-150-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Catharine Street South, south of Young Street - Parking Regulations

RECOMMENDATION:

That the existing "Commercial Vehicle Loading Zone, 8:00 a.m. to 12:00 noon, Monday to Friday" regulation on the west side of Catharine Street South commencing 77 feet south of Young Street and extending 40 feet southerly therefrom be revised such that the regulation is in effect from 8:00 a.m. to 5:00 p.m., Monday to Friday, and commences 87 feet south of Young Street and extends 60 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient funds available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the subject signs.

BACKGROUND:

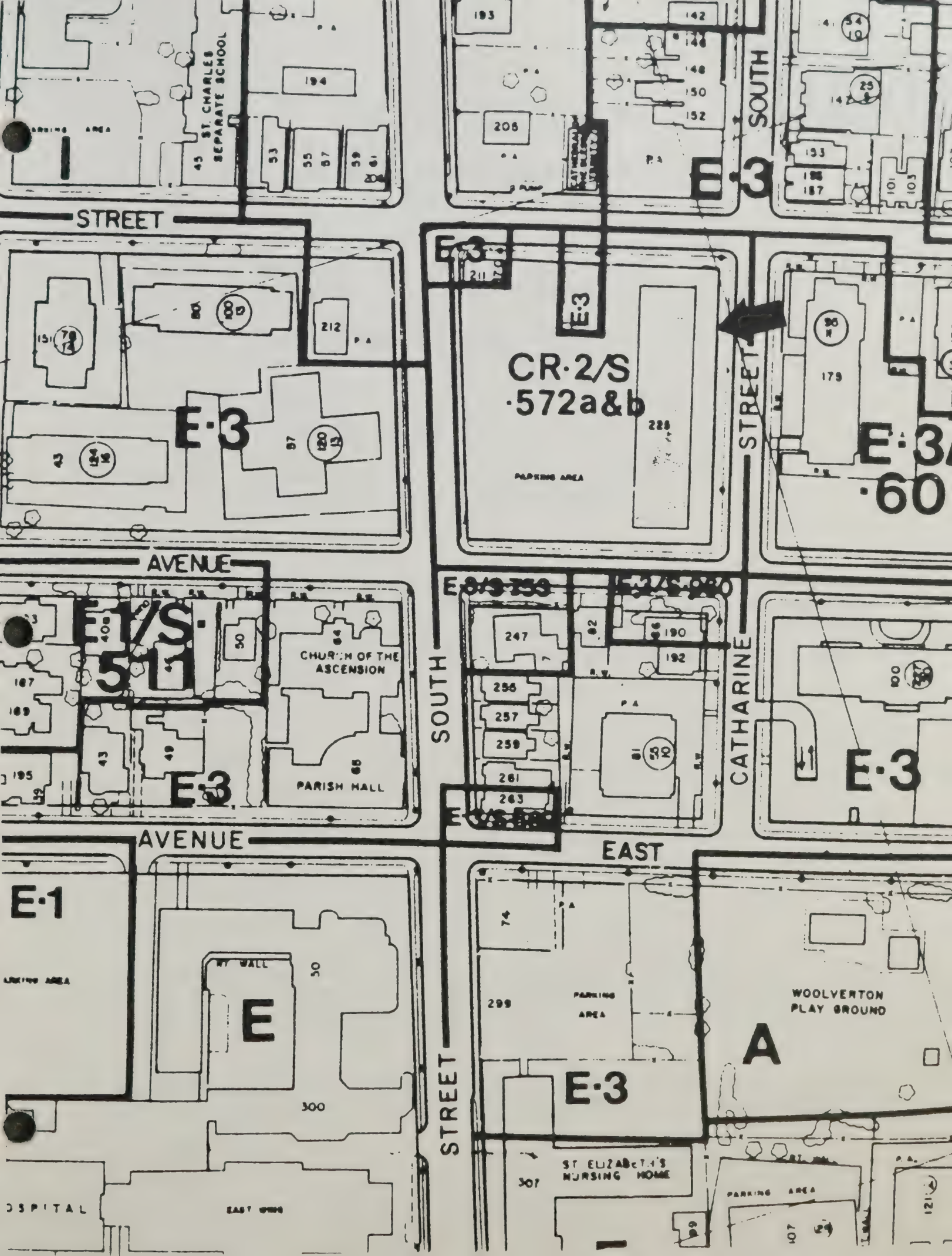
Staff has received a request from Ms. Linda Lindsay, Regional Manager of VitalAire Healthcare Ltd., 225 John Street South, that the hours and length of the existing commercial vehicle loading zone on the west side of Catharine, south of Young, be revised to accommodate two vehicles at one time.

Catharine has a 28-foot pavement width, and presently there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block, except for the subject 40 foot "Commercial Vehicle Loading Zone, 8:00 a.m. to 12:00 noon, Monday to Friday" regulation, which was implemented in 1989 for the neighbouring business, Kelsey's Restaurant.

The hours and length of the existing loading zone are unsuitable for use by VitalAire Healthcare Ltd. Further, the implementation of a separate loading zone on this street will negatively impact non-commercial parking in this area since two separate loading zones would require an additional 20 feet of curb space. However, by repositioning the existing loading zone and extending its hours and length, both businesses will enjoy sufficient curb space for loading purposes.

The implementation of the requested changes will result in a loss of one legal on-street parking space during weekdays. However, since the applicant has agreed to limit the hours of the subject regulation, such that the space will be available for parking after 5:00 p.m. on weekdays and all day on weekends, staff does not anticipate any parking difficulties for area residents, and therefore concurs with the request.

CVB/MBH/pb


ST. CHARLES SEPARATE SCHOOL
194
53
55
57
59
61
208
193
142
146
148
150
152
SOUTH
E·3
133
186
187
101
103
STREET
E·3
211
E·3
CR·2/S
·572a&b
228
PARKING AREA
212
E·3
151
78
72
88
87
43
57
179
E·3
·60
AVENUE
E·1/S
·510
CHURCH OF THE ASCENSION
187
189
195
E·3
PARISH HALL
SOUTH
247
190
192
256
257
259
261
263
CATHARINE
STREET
E·3
AVENUE
EAST
E·1
E
300
HOSPITAL
EAST WING
74
299
PARKING AREA
E·3
STREET
WOOLVERTON PLAY GROUND
A
307
ST ELIZABETH'S NURSING HOME
PARKING AREA
107
121

2(B)(i)(t)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 21
File No. TEC-151-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 509 Dunsmure Road - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the north side of Dunsmure Road commencing at a point 96 feet east of Park Row North and extending to a point 19 feet easterly therefrom, and on the south side of Dunsmure Road commencing at a point 102 feet east of Park Row North and extending to a point 18 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff received a request from Mrs. Sedgwick, 509 Dunsmure Road, that the existing "Permit Parking" regulation on both sides of the street directly in front of and across from her home be removed since her husband no longer drives. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street space to both sides of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/kg

2(BXiXu)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 25
File No. TEC-154-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 305 Mary Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Mary Street commencing at a point 119 feet south of Murray Street East and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Nicolae Polmolea, 305 Mary Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

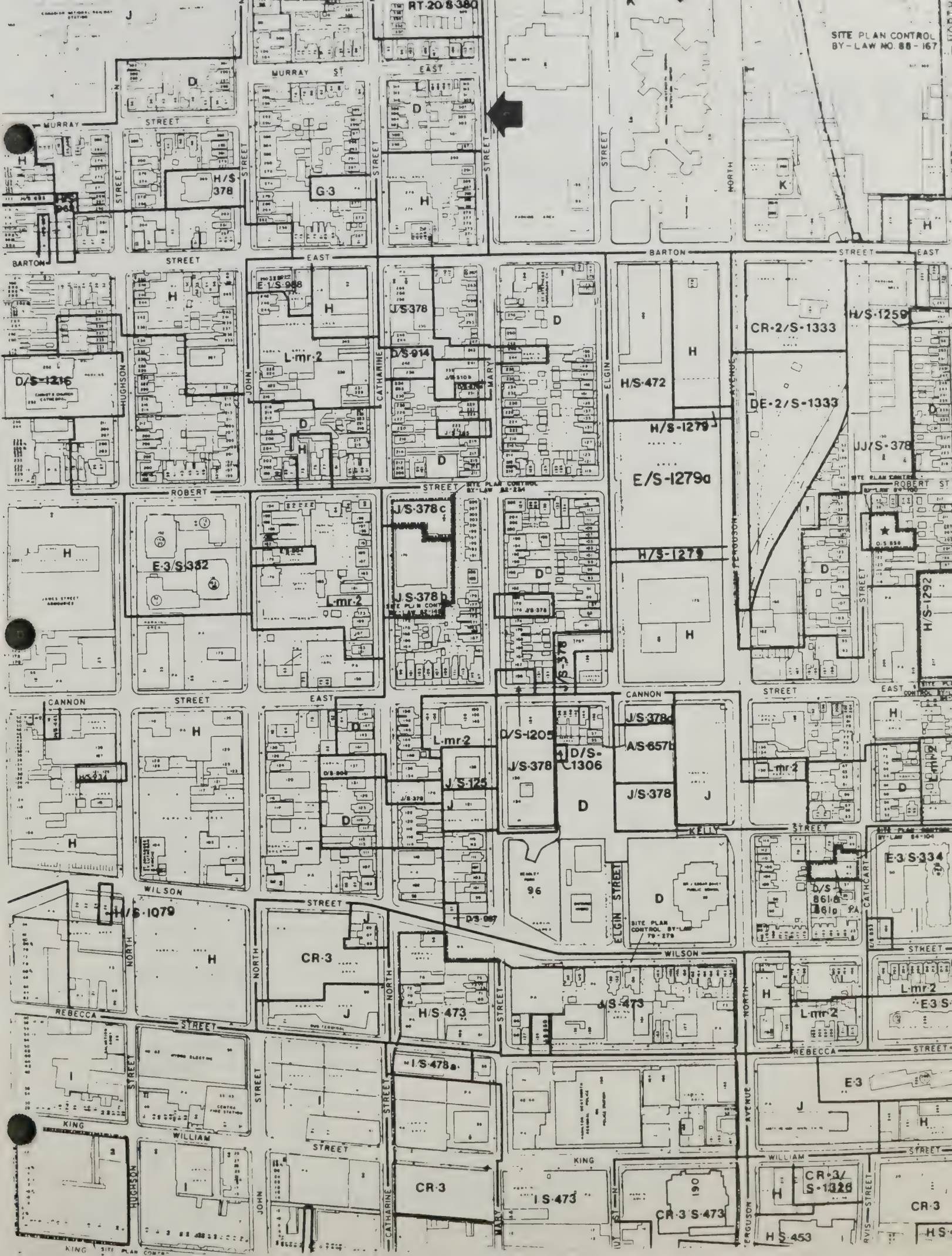
BACKGROUND:

Staff has received a request from Mr. Polmolea, 305 Mary Street, that a reserved "Permit Parking" space be implemented on the west side of Mary in front of his home since he is disabled.

Mary has a 30-foot pavement width, and presently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side and unrestricted parking on the west side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Polmolea possesses a valid permit and further investigation has revealed that there is no suitable alternative parking area available on private property. Therefore staff concurs with the request.

CVB/MBH/kg


SITE PLAN CONTROL BY-LAW NO. 88-167
MURRAY STREET
EAST
BARTON STREET
ROBERT STREET
CANNON STREET
WILSON STREET
KELLY STREET
REBECCA STREET
KING STREET
WILLIAM STREET
HUGHSON
JOHN
CATHARINE
MARY
ELGIN
FERGUSON AVENUE NORTH
CATHCART
RT-20 S-380
H/S-378
G-3
E-1/S-988
L-mr-2
D/S-914
D/S-1216
J/S-378
H/S-472
H/S-1279
E/S-1279a
CR-2/S-1333
DE-2/S-1333
H/S-1259
JJ/S-378
H/S-1292
J/S-378c
J/S-378b
E-3/S-382
D/S-1205
D/S-1306
A/S-657b
J/S-125
E-3/S-334
H/S-1079
CR-3
H/S-473
I/S-478a
I/S-473
CR-3/S-1328
CR-3 S-473
H S-453
E-3
96
190

Z(b)(i)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 7
File No. TEC-159-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 68 Norman Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Norman Street commencing at a point 197 feet south of Argyle Avenue and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Nancy Meadows, 68 Norman Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

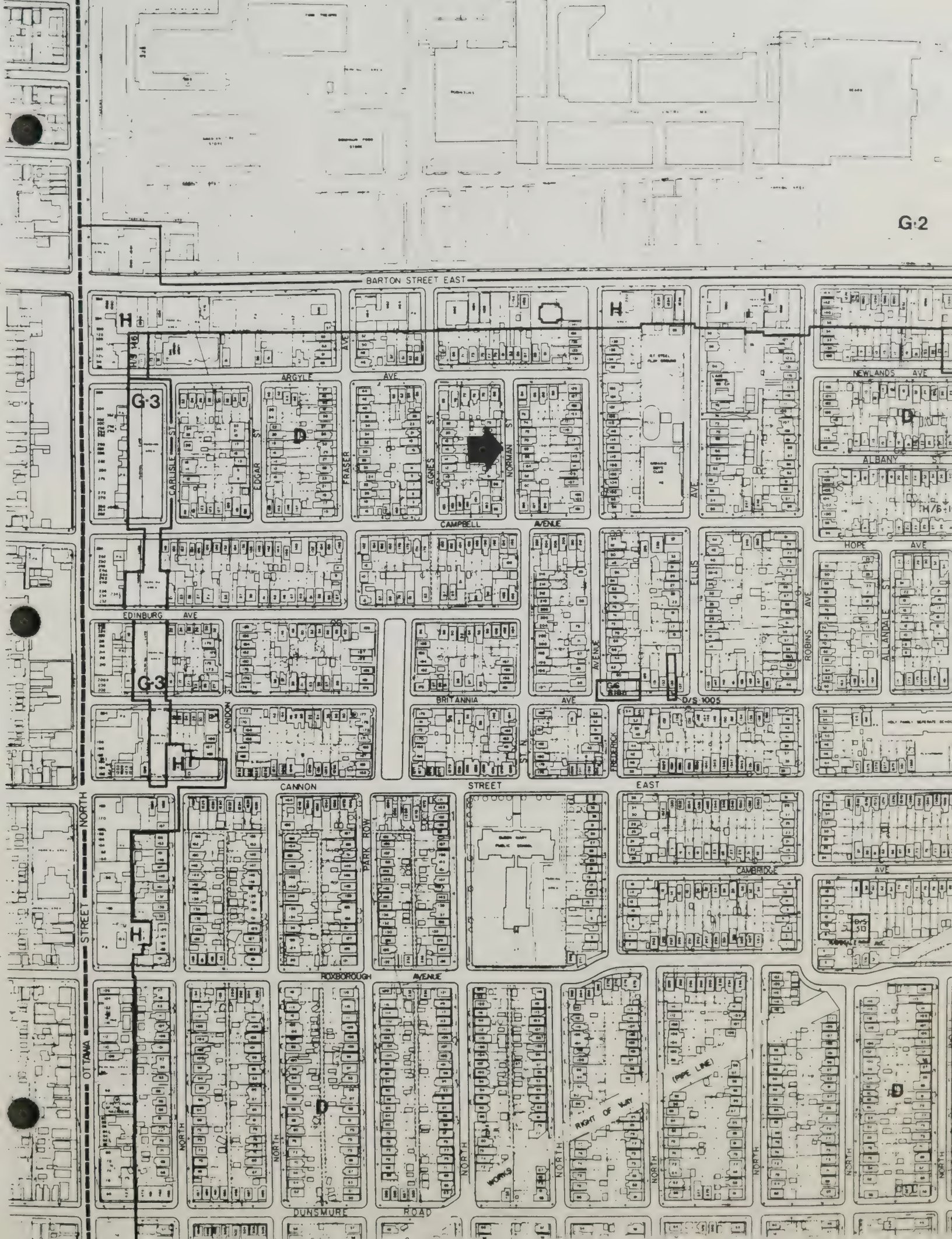
BACKGROUND:

Staff has received a request from Ms. Nancy Meadows, 68 Norman Street, that a reserved "Permit Parking" space be designated on the east side of the street directly in front of her home since she is disabled.

Norman has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Ms. Meadows has advised that she requires a space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the east side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Meadows possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/smg


G-2
BARTON STREET EAST
G-3
ARGYLE AVE
CARLISLE ST
EDGAR ST
FRASER AVE
AGNES ST
NORMAN ST
CAMPBELL AVENUE
NEWLANDS AVE
ALBANY ST
HOPE AVE
ELLIS AVE
ROBINS AVE
ALLANDALE ST
EDINBURG AVE
LONDON ST
BRITANNIA AVENUE
D/S 1005
CANNON STREET EAST
CAMBRIDGE AVE
PARK ROW
ROXBOROUGH AVENUE
OTTAWA STREET NORTH
DUNSMURE ROAD
NORTH
WORKS
RIGHT OF WAY
PIPE LINE

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 7
File No. TEC-158-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 295 Strathearne Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Strathearne Avenue commencing at a point 438 feet south of Barton Street East and extending to a point 23 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. James Lindstead, 295 Strathearne Avenue.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

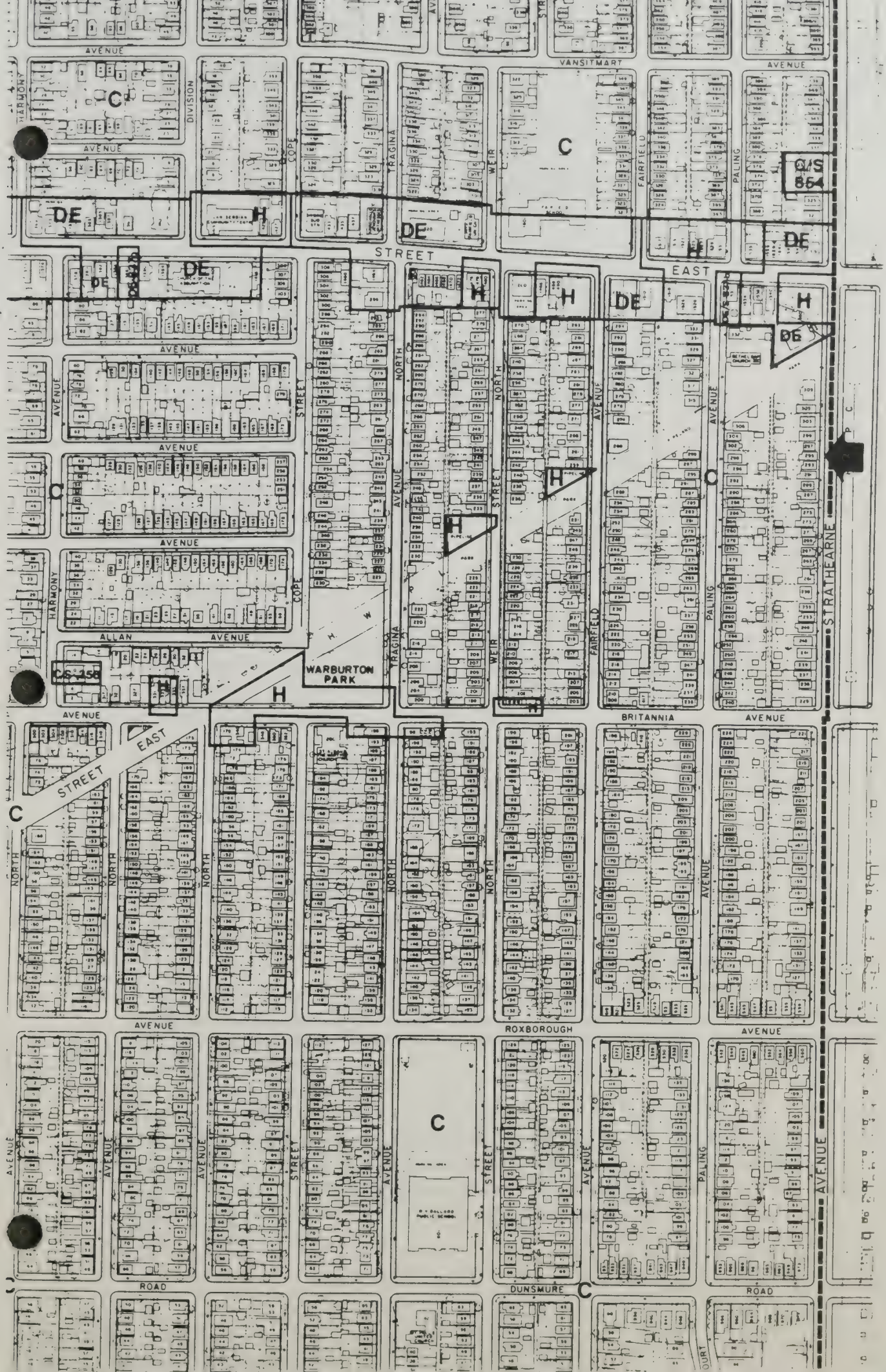
BACKGROUND:

Staff has received a request from Mr. Lindstead, 295 Strathearne Avenue, that a reserved "Permit Parking" space be implemented on the west side of Strathearne in front of his home since he is disabled.

Strathearne has a 30-foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Lindstead possesses a valid permit and further investigation has revealed that there is no suitable alternative parking area available on private property. Therefore staff concurs with the request.

CVB/MBH/smg


AVENUE
VANSITMART
AVENUE
HARMONY
DIVISION
AVENUE
COPE
TRAGINA
WEIR
FAIRFIELD
PALING
C
DE
H
STREET
EAST
NORTH
AVENUE
STREET
AVENUE
AVENUE
C
AVENUE
HARMONY
COPE
ALLAN
AVENUE
WARBURTON
PARK
TRAGINA
WEIR
FAIRFIELD
AVENUE
PALING
AVENUE
STRATHEARNE
AVENUE
BRITANNIA
AVENUE
EAST
STREET
C
NORTH
NORTH
NORTH
AVENUE
NORTH
NORTH
ROXBOROUGH
AVENUE
AVENUE
AVENUE
AVENUE
STREET
AVENUE
C
STREET
AVENUE
PALING
AVENUE
ROAD
DUNSMURE
C
ROAD
COURT

2(B)(i)(x)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 7
File No. TEC-157-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 82 Pearl Street North - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 12 noon to 8:00 p.m., seven days a week" regulation be implemented on the east side of Pearl Street North commencing at a point 32 feet south of Peter Street and extending to a point 15 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Bob Chalapenko, 82 Pearl Street North, that a "Wheelchair Loading Zone, 12 noon to 8:00 p.m., seven days a week" regulation be implemented on the east side of Pearl in front of his mother's home since she is disabled and requires the use of Darts vehicles.

Pearl has a 21 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of her home. However, the applicant has agreed to limit the hours of the regulation such that parking may occur after 8:00 p.m. Therefore, staff concurs with the request.

CVB/MBH/smg


A/S-569
A/S-450
H/S-481
H/S-745
E-3/S-138
E/S-481
E/S-450
E/S-333
E-3/S-1208a
H/S-1208a
H/S-1018
E-3/S-886
BARTON STREET WEST
TECUMSEH STREET
KINNELL ST
TOM STREET
FLORENCE STREET
LAMOREAUX STREET
HEAD STREET
NAPIER STREET
MORDEN STREET
KING STREET WEST
EDISON ST
HENRY STREET
GEORGE STREET
MARKET STREET
LOCKE STREET NORTH
LOCKE STREET SOUTH
BOULEVARD
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW 80-083

2(b)(i)(y)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 12
File No. TEC-163-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 123 Campbell Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north of Campbell Avenue commencing at a point 64 feet east of Carlisle Street and extending to a point 24 feet easterly therefrom, and on the south side of Campbell Avenue commencing at a point 44 feet east of the east curb line of Carlisle Street and extending to a point 16 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Sandra Gamble, 123 Campbell Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

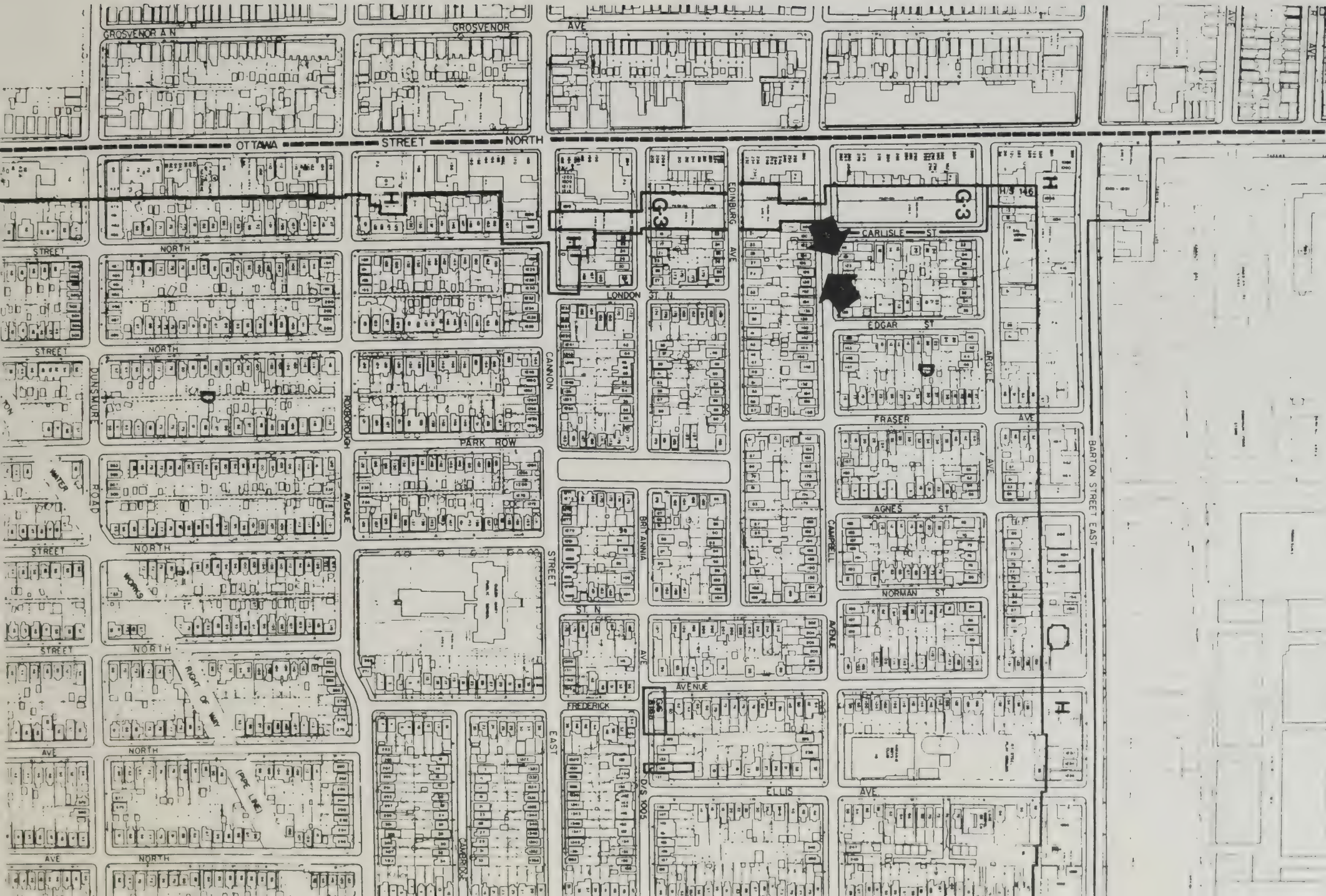
BACKGROUND:

Alderman Wilson has forwarded request from Mrs. Sandra Gamble, 123 Campbell Avenue, that a reserved "Permit Parking" space be designated on both sides of the street directly in front of and across from her home since she is disabled.

Campbell has a 28-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. Staff has been advised that Ms. Joan Marshall, 124 Campbell Avenue, that she supports the implementation of a reserved "Permit Parking" space in front of her home for use by Mrs. Gamble.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Gamble possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/smg


OTTAWA STREET NORTH
GROSVENOR AVE
GROSVENOR
STREET NORTH
DUNSMURE ROAD AVENUE
ROXBOROUGH
CANNON
PARK ROW
WATER
WORKS
LONDON ST. N
EDINBURG AVE
G-3
CARLISLE ST
EDGAR ST
ARGYLE AVE
FRASER AVE
AGNES ST
CAMPBELL AVENUE
NORMAN ST
BRITANNIA AVE ST. N
FREDERICK
ELLIS AVE
BARTON STREET EAST
EAST
CHARBROOK
H/S 146
D/S 1005

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 June 20
File No. TEC-131-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Albion Falls Boulevard (North Branch) and Corinthian Drive - Intersection Control

RECOMMENDATION:

That westbound traffic on the north branch of Albion Falls Boulevard be required to stop for northbound and southbound traffic on Corinthian Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. April Ingrahm, 40 Corinthian Drive, that stop control be implemented at the intersection of Albion Falls and Corinthian. The subject intersection is a "T" type intersection, and presently there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that westbound traffic on the north branch of Albion Falls be required to stop for northbound and southbound traffic on Corinthian.

CVB/MBH/pb


LIMERIDGE ROAD EAST
BOULEVARD
FALLS
ALBION
CORINTHIAN
DRIVE
B-2
B-1
B-1
ALBION
FALLS
BOULEVARD
RAILWAYS
MOUNTAIN BROW BOULEVARD
AA
A
NATIONAL
SEWER EASEMENT
M-13
ARBOUR ROAD
MOUNTAIN

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 5
File No. TEC-156-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Limeridge Road East, Limeridge Mall access and egress - Traffic Signal and Left Turn Prohibitions

RECOMMENDATION:

a) That the traffic signal at Limeridge Road East and the easterly access to Limeridge Mall be removed; and

b) That the existing "No Left Turn" regulation on Limeridge Road East, prohibiting a southerly left turn at the west access of Limeridge Mall be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

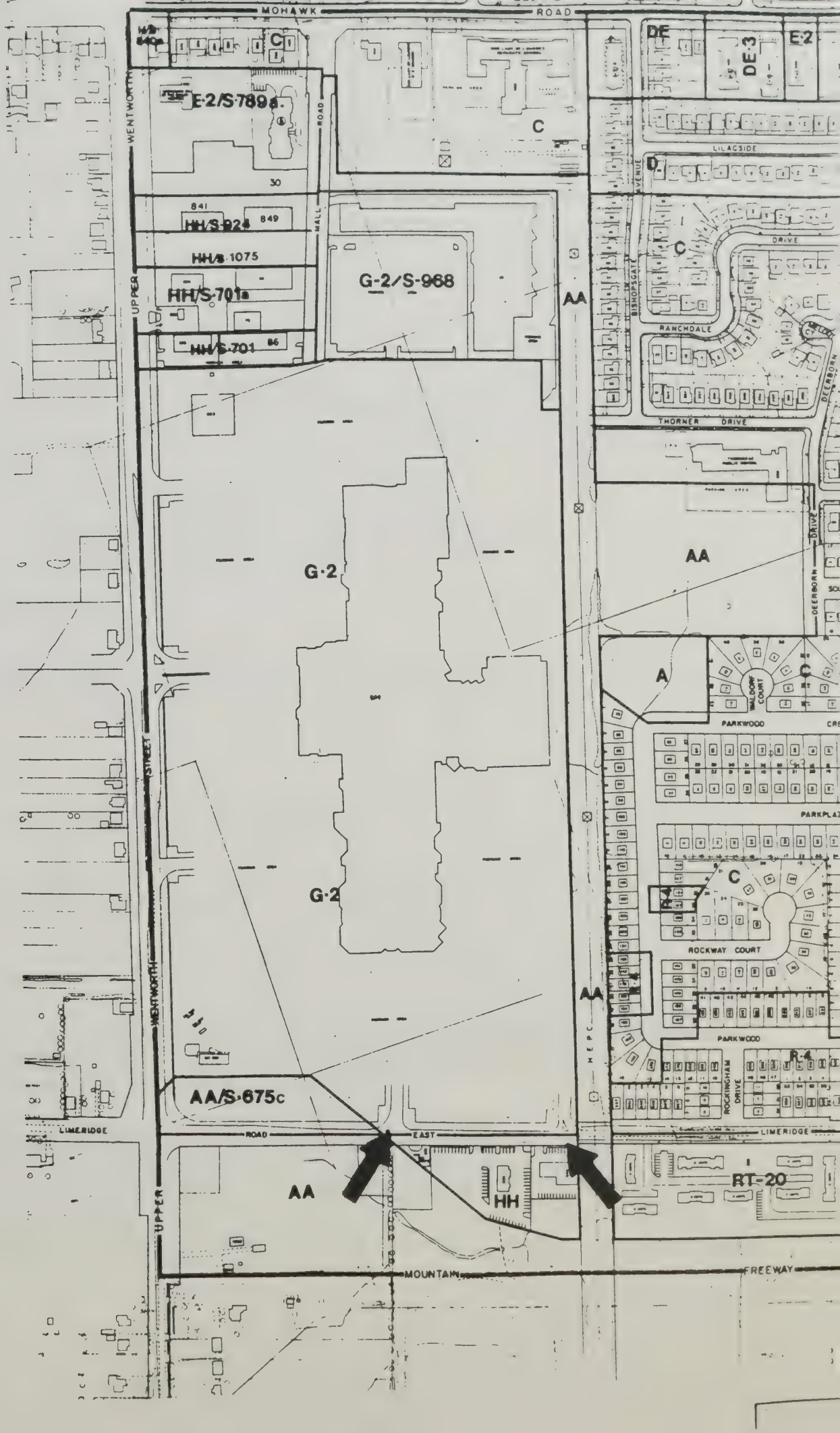
BACKGROUND:

The traffic signal on Limeridge at the east access to Limeridge Mall was installed in October of 1994 to address a serious, long-standing motor vehicle collision problem which alternative methods of traffic management failed to resolve. Funding for the installation, in the approximate amount of $65,000.00, was approved as a Capital Budget expenditure, of which $25,000.00 was subsidized by the Ministry of Transportation. At that time, staff anticipated that a substantial portion of the installation costs would be salvaged by removing the equipment, once it was determined the signal was no longer required.

As a result of the reconfiguration of Limeridge, which includes road closures at both Upper Wentworth and Upper Gage, and the attendant reduction in traffic volumes on the subject road, the traffic signal on Limeridge at the east access to Limeridge Mall is no longer necessary. The intersection will operate better with the signal removed. Limeridge Mall Management has been contacted and has not expressed any objections to the removal of the traffic signal.

As well, the "No Left Turn" regulation on Limeridge at the west access to Limeridge Mall has been rendered redundant by the changes to Limeridge. Therefore, staff recommends that both the traffic signal and "No Left Turn" regulation be removed.

CVB/MBH/smg


MOHAWK ROAD
C
E-2/S-789a
C
DE
DE-3
E-2
LILACSIDE
D
WENTWORTH ROAD
30
841
849
HH/S-924
HH/S-1075
HH/S-701a
HH/S-701
MALL
G-2/S-968
AA
C
DRIVE
BISHOPSGATE
RANCHDALE
THORNER DRIVE
DEERBORN
AA
G-2
A
C
WALDORF COURT
PARKWOOD
PARKPLAZ
C
ROCKWAY COURT
G-2
AA
PARKWOOD
R-1
ROCKINGHAM DRIVE
UPPER WENTWORTH STREET
AA/S-675c
H.E.P.C.
LIMERIDGE
ROAD
EAST
LIMERIDGE
AA
HH
RT-20
MOUNTAIN
FREEWAY

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 22
File No. TEC-152-97 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Relocation of the School Crossing Guard on Upper Gage Avenue at Crockett Street

RECOMMENDATION:

That the supervised school crossing location on Upper Gage Avenue at Crockett Street be relocated to the intersection of Upper Gage Avenue and Sunning Hill Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, relocating and maintaining the required signs.

BACKGROUND:

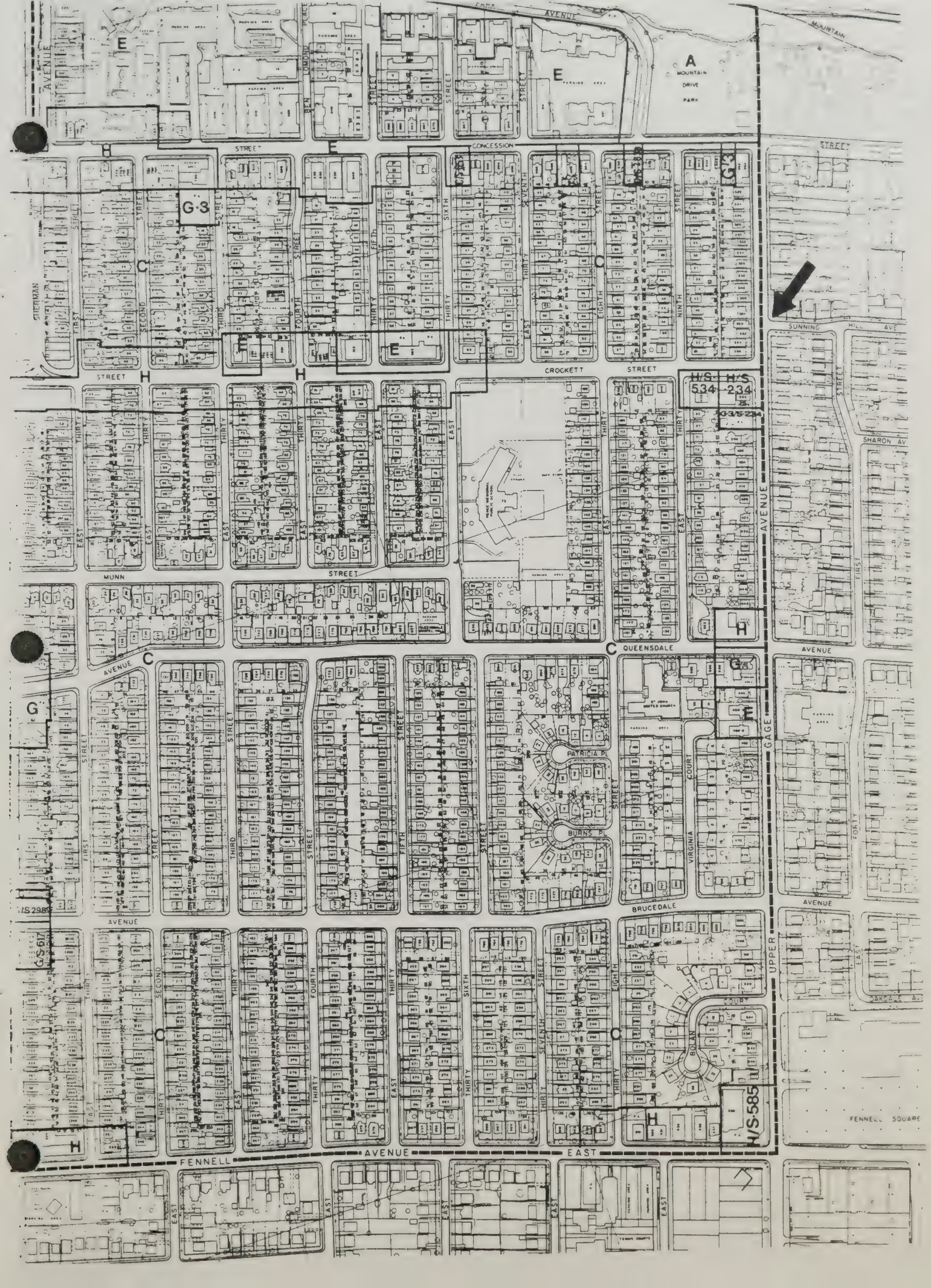
Staff have received a request from Alderman Tom Jackson, to relocate the School Crossing Guard on Upper Gage Avenue at Crockett Street to Upper Gage Avenue at Sunning Hill Avenue to eliminate concerns about safety at the present location.

The intersection of Upper Gage and Crockett is a "T" type intersection controlled by an eastbound stop sign on Crockett. The School Crossing Guard supervises children crossing Upper Gage. As Crockett is the major roadway servicing the Sherman Access, turing traffic at the intersection is very heavy making it somewhat difficult for the guard to stop traffic while the children are crossing the street. Records indicate that there has not been a pedestrian collision at this intersection in over 10 years while the guard is on duty.

The suggested intersection of Upper Gage and Sunning Hill is approximately 130 feet north of the existing school crossing location. Sunning Hill is a local collector roadway carrying far less traffic than Crockett. In addition, Upper Gage traffic volumes are 50 percent less on this portion of roadway. Therefore, there would be less exposure to traffic for both children and the School Crossing Guard.

Staff have contacted all the parents who currently have children crossing at this intersection and all support the relocation. In addition, staff have reviewed the travel patterns of the children and concluded that there will be a negligible change in the walking distance to school. Therefore, staff concurs with the request.

TA/MBH/kg


MOUNTAIN DRIVE PARK
CONCESSION STREET
SHERMAN AVENUE
MUNN AVENUE
CROCKETT STREET
QUEENSDALE AVENUE
BRUCEDALE AVENUE
FENNELL AVENUE EAST
GAGE AVENUE
UPPER GAGE AVENUE
SUNNING HILL AVE
SHARON AV
PATRICIA PL
BURNS PL
BOLAN COURT
VIRGINIA COURT
FENNELL SQUARE
H/S 534-234
H/S-585

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 12
File No. TEC-162-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Delaware, Beeline and University Bus Route - Bus Stop Relocation

RECOMMENDATION:

(a) That the following Hamilton Street Railway bus stop be relocated for a six-month trial period:

Route #5 Delaware, 10 Beeline and 51 University

Delete - Westbound - King Street West, north side, 112 feet east of Sterling Street (M/B); and

Add - Westbound - King Street West, north side, 28 feet east of Sterling Street (N/S); and

(b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

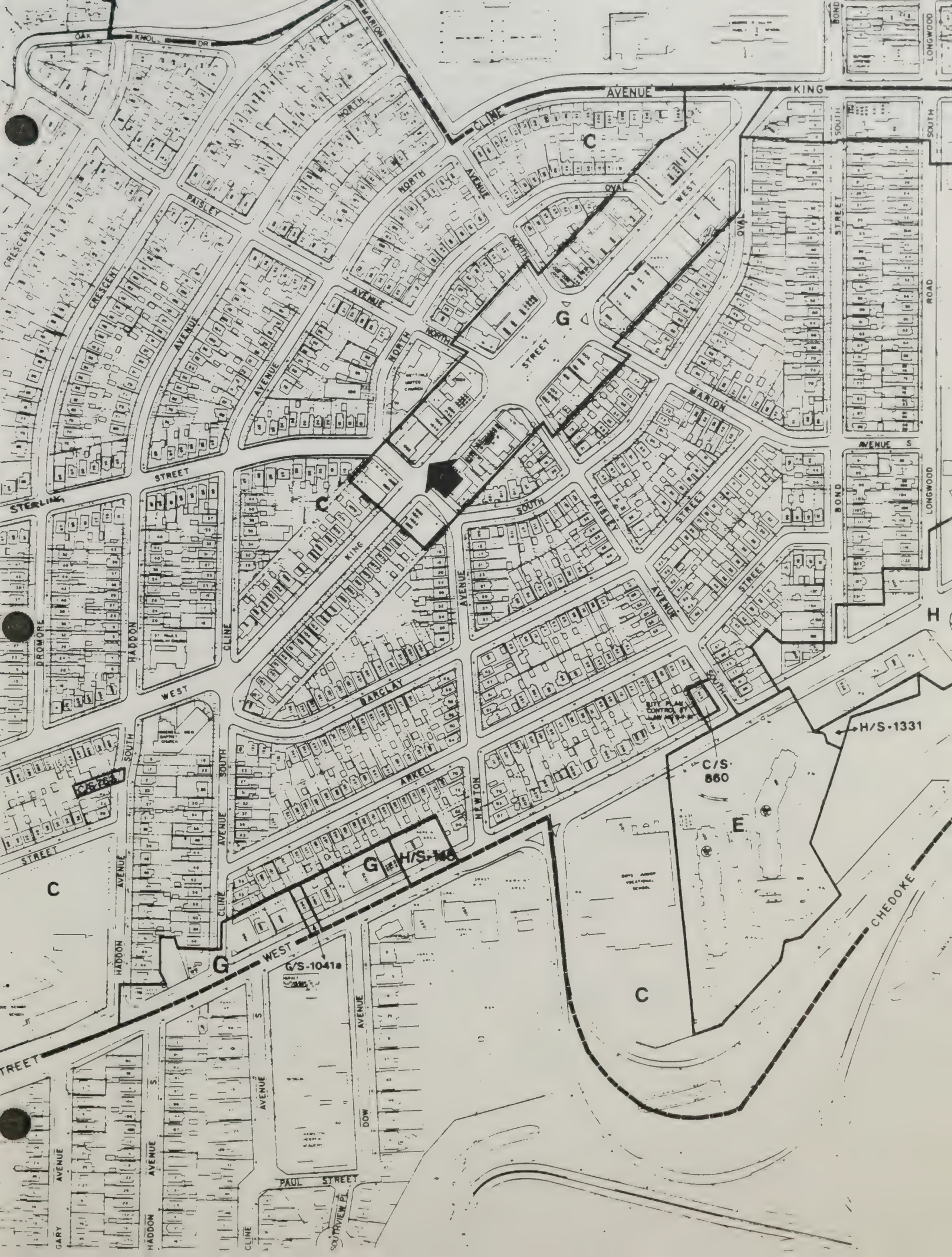
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs and the Hamilton Parking Authority has advised that sufficient funds are available to install the additional parking meters, the cost of which will be off-set to some degree by the revenue generated by the two parking meters.

BACKGROUND:

The Hamilton Street Railway has requested that the mid-block bus stop presently located on the north side of King, east of Sterling, be relocated 84 feet westerly to a near-side location. The request originated from the Westdale BIA in an attempt to provide additional on-street parking for area businesses.

Although there were initial complaints regarding the proposed location from the adjacent business owners, Shelagh Sneider of the BIA has advised that these concerns have been resolved. The proposed relocation will result in the removal of a transit shelter. The Hamilton Street Railway has received funds from the BIA to cover a portion of the costs involved with relocating this shelter. The subject area is presently signed with a "No Stopping" regulation and the proposed relocation will result in the gain of two on-street parking meters. Therefore, since there are no objections from the abutting commercial businesses, staff concurs with the request. The proposed relocation will be for a six-month trial period, during which time any additional concerns will be addressed.

CVB/MBH/kg


KING AVENUE
CLINE
MARION
OAK KNOLL DR
NORTH AVENUE
WEST OVAL
SOUTH STREET
BOND
LONGWOOD
ROAD
AVENUE S
PAISLEY CRESCENT
STERLING
STREET
DROMORE
HADDON
WEST
KING
AVENUE
SOUTH
PAISLEY
BARCLAY
ARRELL
NEWTON
SITE PLAN CONTROL BY-LAW
H/S-1331
C/S 860
H/S-145
G/S-1041a
CHEDOKE
PAUL STREET
SOUTHVIEW PL
GARY
DOW
C
E
G
H

2(B)(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 11
T103 51 J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreements (R-97-58)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

Encroachment Agreements

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC:

cc: A. Ross, City Treasurer

APPENDIX 'A' Council Date: 1997 August 18

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual Fee	File Number
Sanford Ave. N.	130 Sanford Ave. N.	Mayen/Sanchez	Frame Veranda measuring 1.06m x 6.40m	$184/20	T103-50 (1303)
Bay St. N.	434 Bay St. N.	B. Stopps	Veranda & Steps measuring 0.90m x 3.50m	$184/20	T103-50 (1313)
Ferguson Ave.	34 Foster St.	E. & L. Jegeris	Portion of building measuring 8.5m x 2.5m, 4.15m x 1.2m & steps measuring 1.5m x 0.3m	$184/20	T103-50 (1293)
Burlington St. W.	56 Burlington St.W.	A. MacLean	Veranda & Steps measuring 2.9m x 1.2m	$184/20	T103-50 (1320)

2(B)(iv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 1
T103-50 (1316) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreement, 307-7 Mary Street, Hamilton

(R-97-59)

RECOMMENDATION:

That the application of 953783 Ontario Ltd/Rudolf Kuras, owner of 307-7 Mary Street, to erect and maintain the encroachment of a fire escape measuring 1.0m x 1.5m onto the road allowance of Mary Street, be approved, subject to the following;

a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

c) That the applicant pay a first year fee $184 and a subsequent annual fee of $35.

D. Lobo
Commissioner
Public Works and Traffic

for E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

1997 July 21

Encroachment Agreement
307-7 Mary Street

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from 953783 Ontario Ltd./Rudolf Kuras to erect and maintain a fire escape, measuring 1.0m x 1.5m encroaching onto the road allowance of Mary Street. The applicant is in the process of refurbishing the existing building to establish new apartments. The Building Department has determined the need for a fire escape and due to the proximity of the building to the property line an encroachment agreement is required.

The proposed road allowance encumbrance may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement. The applicant has paid a first year fee of $184 and will be assessed an annual fee of $35 which will be affixed to the property taxes.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. Council has allowed these types of encroachments in the past.

JKC:

cc: A. Ross, City Treasurer

26(xiv)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 12
T103-50 (1307) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreement, 125 South Oval (R-97-60)

RECOMMENDATION:

That the application of J. & M. Sonke, owners of 125 South Oval, to erect and maintain encroachments consisting of a retaining wall measuring 0.35m x 28.0m x 0.90m and landscaping measuring 0.90m x 28.0m onto the road allowance of South Oval and a retaining wall measuring 0.35m x 12.5m x 0.90m and landscaping measuring 0.90m x 12.5m onto the road allowance of Newton Avenue, be approved, subject to the following;

a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

c) That the applicant pay a first year fee $184 and a subsequent annual fee of $35.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

1997 August 12

Encroachment Agreement
125 South Oval

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"See above Recommendation"

BACKGROUND:

A request has been received from J. & M. Sonke to erect and maintain encroachments consisting of a retaining wall measuring 0.35m x 28.0m x 0.90m and landscaping measuring 0.90m x 28.0m onto the road allowance of South Oval and a retaining wall measuring 0.35m x 12.5m x 0.90m and landscaping measuring 0.90m x 12.5m onto the road allowance of Newton Avenue.

The applicant is proposing to construct the retaining wall approximately 0.30m from the back of the sidewalk to a maximum height of 0.90m. The proposed landscaping will consist of low growth shrubs and flowers.

The proposed roadway encumbrance may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement. The applicant has paid a first year fee of $184 and will pay an annual fee of $35 which will be affixed to the property taxes.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. Council has allowed this type of encroachment in the past.

JKC:

cc: A. Ross, City Treasurer

21BXIVXd

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 11
T103-50 (1309) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Encroachment Agreement, Air Liquide Canada (R-97-62)

RECOMMENDATION:

That the application of Tec Est Consultants Inc. on behalf of Air Liquide Canada Inc. to install and maintain 117.65m of 100mm diameter pipeline for the transmission of gaseous hydrogen along the west side of Depew Street southerly from Burlington Street, be approved, subject to the following conditions;

a) i) That Air Liquide Canada Inc. enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

ii) That Air Liquide Canada Inc. or its designated contractor become a member of Call-Bud System, the underground locate agency;

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

c) That Canadian Air Liquide Canada Inc. pay a first year fee $264 and a subsequent annual fee of $155.78 plus taxes if applicable.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant has paid a first year fee of $264 and the City of Hamilton Clerk's Department (Real Estate Division) has determined an annual fee of $155.78 based on $2 per square foot assessed at a rate of 10% of 50% of market value.

BACKGROUND:

A request has been received from Tec.Est, agent for Air Liquide Canada Inc. to install and maintain the encroachment of 117.65m of 100mm hydrogen pipeline under the road allowance of Depew Street from Burlington Street southerly for 117.65m.

Tec-Est is a consultant group mandated by Air Liquide to act as their representative for the design and construction management of the project. The project consists of installing an underground 100mm hydrogen pipeline from an existing Air Liquide pipeline, located on C.N.R. property on Depew Street to Stelco's Hilton Works plant. The proposed pipeline will be installed at a depth of approximately 1.00m to 1.200m on the west side of Depew Street southerly from Burlington Street and will be connected to existing plant approximately 30m west of Depew Street on C.N.R. property. The pipeline will also cross Burlington Street and Industrial Drive then enter into Stelco property.

Stelco is converting an old system of gas transmission and the proposed pipeline will assist in integrating the hydrogen into a disassociation line to separate the gases, specifically, ammonia. The pipeline will be constructed of low temp steel to ensure all safety regulations are maintained and the contractor will become a member of the BUD System which will ensure knowledge of the pipeline location to all affected municipal departments and utility companies.

The proposed roadway encumbrance may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement. The applicant has paid a first year fee of $264 and will be assessed an annual fee of $155.78. The applicant has contacted the various public utility companies and we have circulated notice of this proposal to the affected municipal departments and have received no objections.

Cont'd...

1997 August 11

Encroachment Agreement
Air Liquide Canada Inc.

Cont'd...

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. Council has allowed these types of encroachments in the past.

JKC:

cc: A. Ross, City Treasurer
cc: M. Watson, Manager City Clerk's Department Real Estate Division

Z(80)iv Xe

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 6
S726-216, E220-0706, S609-01 K. Lau

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT:

To incorporate certain City land into various streets by By-Laws (R-97-64)

RECOMMENDATION:

a) That the following City land be incorporated in the following streets:

Fieldway Drive	Part 16	Plan 62R-11054
Appleblossom Drive	Part 2	Plan 62R-14168
Nash Road	Part 3	Plan 62R-14202
Garside Avenue North	Parts 2 and 5	Plan 62R-13955

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

D. Lobo
Commissioner
Public Works and Traffic

E.M. Gill, P. Eng.
Senior Director
Roads Division

(cont'd pg 2)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Fieldway Drive	Part 16, Plan 62R-11054	N/A	To provide direct access to House 134-146 Fieldway Drive and complete final street widths	S726-216
Appleblossom Dr.	Part 2, Plan 62R-14168	N/A	To provide direct access to House 160 Chesley Street and complete final street widths	E220-0706
Nash Road	Part 3, Plan 62R-14202	N/A	To complete final street widths	S609-01
Garside Ave. N.	Parts 2 and 5, Plan 62R-13955	N/A	To provide day lighting triangles at street corner	S609-01

KiN
sk:KML
Encls.

cc/F. Angelici, Planning Department
cc/M. Watson, Clerk's Department

2(B)(iv)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 12
T103-23 (5) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Hess Village, Country Music Association Convention
1997 September 4 to 8 (R-97-57)

RECOMMENDATION:

a) That the application of Hess Village Performing Arts to temporarily close Hess Street between King Street and Main Street on Thursday 1997 September 4 beginning from 6:30 pm till 2:00 am Monday September 8, to coincide with the Lakeport Canadian Country Music Association of Canada Convention, be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

ii) That the applicant provide proof of $5,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

iv) That all barricading be supplied by and at the expense of the applicant;

Cont'd...

Hess Street, Country Music Awards

1997 August 12

Cont'd...

v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant;

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation;

ix) That the applicant be granted extension to the City of Hamilton Noise By-Law 79-292 and contract a City of Hamilton Noise By-Law Officer to be in attendance throughout the event, at the expense of the applicant;

x) That the LLBO be advised that the Corporation of the City of Hamilton is aware of the application for a Temporary Extension of Liquor Licence submitted by the Lazy Flamingo (19 Hess Street South) in conjunction with the Country Music Association of Canada convention to take place 1997 September 5, 6, 7 and 8; and that the City has no objection to the issuance of the Temporary Extension of Liquor Licence for this event.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

Cont'd...

Hess Street, Country Music Awards
1997 August 12

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the Hess Village Merchants Association to temporarily close Hess Street South between Main Street and King Street from Thursday, 1997 September 4 at 6:30 am to Monday 1997 September 8 at 2:00 am, to provide outdoor music and entertainment for visitors attending the Lakeport Canadian Country Music Association of Canada Convention. This is the first time this event has been held in Hamilton.

The Country Music Awards have provided a positive focus on Hamilton each of the two (2) years this area has hosted that event. This year the City of Hamilton and Lakeport Brewery will be co-sponsors of the Canadian Country Music Association Convention. The City, through the Region's Economic Development Department, is anticipating increased tourism while the convention is ongoing and suggested to the Hess Village Performing Arts Group that they submit a "Temporary Road Closure" application to use Hess Street during the convention.

The applicant is also requesting permission to serve alcohol on the road allowance. The City, through the Clerks Department, is aware of this request for a "Temporary Extension of Liquor Licence and has no objection to the issuance of the extension permit. The applicant is also requesting an extension of the City of Hamilton Noise By-Law to allow music to be played until midnight on each of the three days of festival. A Noise By-Law Officer will be in attendance throughout the event and the applicant will be responsible for this cost.

Regional Police Services will provide appropriate security for this event and the Department of Public Works and Traffic will post 2 "Temporary Road Closure" signs and all costs will be paid for by the applicant. Since there have been no objections from any municipal departments and that the event is expected to be well attended, this Department can support the application.

JKC:
cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services
cc: G. Kirchnopf, Department of Public Works and Traffic
cc: F. Westaway, Department of Public Works and Traffic
cc: S. Reeder, City Clerk's Department

2(BXivXg)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 14
T103-23 (5) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Westdale Village B.I.A. Community Garage Sale
Saturday 1997 September 6 (R-97-61)

RECOMMENDATION:

That the application of the Westdale Village B.I.A. to temporarily close King Street West between North Oval and Sterling Street on Saturday 1997 September 6 from 6:30 am to 6:00 pm, to hold a "Community Garage Sale and Sidewalk Sale", be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

ii) That the applicant provide proof of $2,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

iv) That all barricading be supplied by and at the expense of the applicant;

Cont'd...

Cont'd...

v) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant;

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation;

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

A request has been received from the Westdale Village B.I.A. to temporarily close King Street West between North Oval and Sterling Street on Saturday 1997 September 6 from 6:30 am to 6:00 pm, to hold a "Community Garage Sale and Sidewalk Sale".

Cont'd...

Westdale Village B.I.A.

1997 August 14

Cont'd...

This is an annual event for the Westdale Village B.I.A. and the applicant is proposing a "Merchant Open Market" selling used goods as well as serving food and non-alcholic beverages. There will be craft tables set-up on the road allowance for area residents to display their goods and, as well buskers and music performers will be providing a festival atmosphere.

Hamilton Street Railway will provide detour routes consisting of the following:

> Westbound Buses will detour on the south side of King Street along Cline Avenue between Sterling Street and King Street.
> Eastbound Buses will detour on the north side of King Street along North Oval Drive between Sterling Street and King Street.

The Department of Publlic Works and Traffic Services will post two (2) "Temporary Road Closure" signs and post "No Parking Anytime" signs along the north side of North Oval Drive to accomadate the HSR detours. All associated costs will be paid for by the applicant.

Regional Police Services will provide appropriate security for this event. Since there have been no objections from any municipal departments and the event is expected to be well attended, this Department can support the application.

JKC:
cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services
cc: G. Kirchnopf, Department of Public Works and Traffic
cc: K. Nicol, HSR

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 18th

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
June	Ontario Good Roads Association	Municipal Routes - June 1997 Issue 45	1997 July 7
June 16	Commissioner of Public Works and Traffic	1997 City Construction Program Status & Schedule as of 1997 June 13	1997 June 25
June 24	Commissioner of Public Works and Traffic, and, Director of Culture and Recreation	Chedoke Golf Course	1997 June 25
July 2	The Regional Municipality of Hamilton-Wentworth - Regional Environmental Department	Class Environmental Assessment North Slope Remediation & Leachate Collection Upper Ottawa Landfill Site Notice of Project Initiation	1997 August 6
July 4	Citizens' Network on Waste Management	Final Report - A Strategy to Promote Refilables & Reuse in Ontario	1997 August 6
July 17	Ministry of Environment and Energy West Central Region	Provisional Certificate of Approval for a Waste Disposal Site (processing) No.A650104	1997 August 12
July 21	Commissioner of Public Works and Traffic	Downtown Hamilton Improvement Plan - Sidewalk Reconstruction - North Side of King Street between James and Mary Streets	previously distributed to all members of Council
July 22	City Solicitor	Agreement between City of Hamilton and CP Rail - Prohibition of Train Whistling at Greenhill Crossing - Annual Insurance Coverage	1997 July 24
August 8	Commissioner of Public Works and Traffic	1997 City Construction Program Status and Schedule as of 1997 July 18	1997 August 12
August 8	Commissioner of Public Works and Traffic	Public Works and Traffic Department Quarterly Report as at June 30, 1997	1997 August 12

Kevin C. Christenson, Secretary
August 18th, 1997

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1997

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

URBAN MUNICIPAL
SEP 19 1997
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 September 22
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Proposed Closure: North/South unassumed alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue

   (b) CleanSoils Limited, (Information Report)

   (c) Maple Leaf Meats

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (i) **PUBLIC WORKS DIVISION**

   (a) Proposed 1.5m Wide Asphalt Path East Side of Covington Street from Barton Street to Cascade Street

   (b) Pedestrian Access Through City Alley Between Miles Court and Beulah Park

   (c) Annual Supply and Delivery of Highway Salt

   (d) Tree Removal - Children's Museum

(ii) **TRAFFIC DIVISION**

(a) Proposed Staffing Changes in the Parking Control Section of the Public Works and Traffic Department

(b) Intersection of Adair Avenue and Central Avenue, Intersection Control

(c) Intersection of Dunsmure Road and Garfield Avenue South Intersection Control

(d) Intersection of Ottawa Street South and Justine Avenue Intersection Control

(e) Brigade Drive and Bastille Street, Intersection Control

(f) Tenth Avenue and East 43rd Street, Intersection Control

(g) Byng Street and Massena Drive, Intersection Control

(h) Alconbury Drive and Rexford Drive, Intersection Control

(iii) **CITY ENGINEER**

Road Right-Of-Way Widening
Walnut Street
King Street to King William Street

4. **CITY SOLICITOR**

Graffiti By-law

5. **OTHER BUSINESS**

6. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
2.	Traffic Regulations - Eastbound Traffic on Bartonville Crt. be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
3.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic and City Solicitor	Update the Committee of New Developments
4.	Proposed Road Closure: Angela Avenue from Scenic Drive Westerly	1997 March 3	Commissioner of Public Works and Traffic	Tabled until after the comments of the Niagara Escarpment Commissioner are received.
5.	Mud Tracking	1997 May 5	Commissioner of Public Works and Traffic	Report Back
6.	Downtown Hamilton Improvement Plan On-Street Parking Enforcement	1997 June 16	Commissioner of Public Works and Traffic	Report Back
7.	Encroachment Agreement - No. 46 Ferguson Avenue South Radigan Brothers Ltd.	1997 July 2nd	Staff, Ward Aldermen and Chairman of the Transport & Environment Committee	Report Back

Kevin C. Christenson, Secretary
September 22nd, 1997

1 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 10
T103-03 (346) J.K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Closure: North/south unassumed alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue (R-97-40)

RECOMMENDATION:

a) That the Committee review the request to close the north/south unassumed alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ...

1997 September 10

Proposed Closure: North\South alley between Thayer and Queensdale

Cont'd...

BACKGROUND:

A request has been received from P. Kebic, agent for an abutting property owner (E. Brower 386 Thayer Avenue, Hamilton On. L9A 1J9) to close the north/south unassumed alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue (see attached drawing).

The present alley system is in the block bounded by East 16th Street, Thayer Avenue, Queensdale Avenue and East 15th Street. The alley is presently unassumed.

This Department circulated notice to the abutting property residents/owners and to the affected municipal departments and public utility companies. The results are as follows:

i) Abutting owners:
Total number circularized - 63
In Favour - 12 Opposed - 3 No Response - 48

ii) Municipal Departments:
There were no municipal objections to this proposal. The Building Department advised that the residents at 386 Thayer and 367 Queensdale may use the alley for parking. The response from those residents however, was in favour of closure.

iii) Public Utilities:
No comment.

The three (3) residential objections were concerned with the loss of future use in the alley. Two (2) of those opposed are abutting owners and they were concerned with being denied access to their backyards specifically regarding any future development of the properties. One of the abutting owners was concerned with potential flooding during the spring and advised that the alley is used to truck in soil to minimize the effects of the flooding.

The status of the alley is public unassumed, and as such it would have to be closed by Judge's Order.

Due to the residential opposition and the probability of the City being liable for court costs of any objecting party, we cannot support this application. On 1997 May 13 this Department contacted the agent for the applicant and advised that we would not support the closure request.

Cont'd ...

1997 September 10

Proposed Closure: North\South alley between Thayer and Queensdale

Cont'd...

The City's policy with regard to a road closure application is that $100 of the $616 application fee would be reimbursed should a Committee report not be required (that is , if the applicant withdraws his application). The agent for the applicant was also informed that should this Department proceed to Committee with a report, there would be no reimbursement of the application fee. The applicant's agent has requested by correspondence dated 1997 May 15 that the Committee hear the application.

If the request by the applicant is acceptable to the Committee, it should be approved subject to the following conditions:

i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of The Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the north/south unassumed alley 1st west of East 16th Street between Thayer Avenue and Queensdale Avenue;

ii) That the Senior Director, Roads be directed to sign an affidavit setting out that no public funds have been expended on the portion of alleyway to be closed;

iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant for review by the City Solicitor;

iv) That the applicant prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

v) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act;

vi) That the Manager of Real Estate Division, City Clerks be authorized to proceed with the disposition of the subject lands to the abutting owners.

B. Provided the Judge's Order to close the unassumed alley is granted:

i) That the Commissioner of Transportation be directed to prepare a by-law for the sale of the closed unassumed alley to the abutting owners;

ii) That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

Cont'd ...

Proposed Closure: North\South alley between Thayer and Queensdale

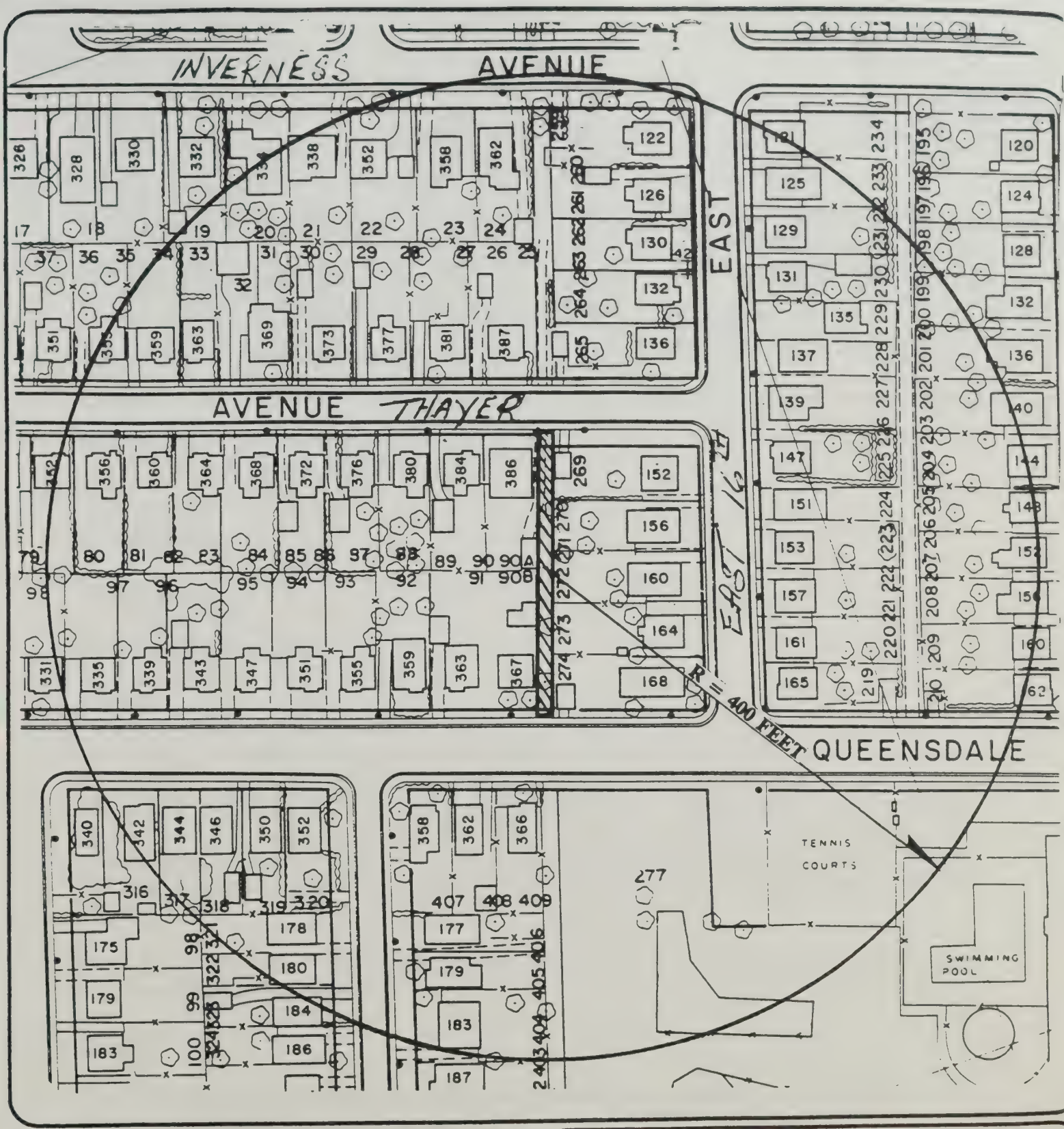
1997 September 10

Cont'd...

Should the City approve the application, a petition to a District Court Judge and then a Judge's Order is required prior to legal closure and subsequent sale to the abutting owners. The District Court Judge may require information as to whether the affected property owners consent to the closure prior to considering whether same will be granted.

JKC:

cc: Alderman H. Merling
cc: Alderman T. Anderson
cc: A. Zuidema, Law Department
cc: M. Watson, City Clerk's Department



LOCATION PLAN

FOR PROPOSED PUBLIC ALLEYWAY CLOSURE

Regional Municipality of Hamilton-Wentworth
Transportation / Enviromental Services Group
Roads Department

Legend

AREA OF PROPOSED PUBLIC ALLEYWAY CLOSURE

North	Scale	Reference File No.
	Not to Scale	T103-03(346)
	Date	
	Nov. 13, 1996	

1 (b)

CITY OF HAMILTON
- INFORMATION -

DISTRIBUTED FOR INFORMATION TO MEMBERS OF PLANNING AND DEVELOPMENT COMMITTEE.
September 16, 1997 S. M. Glover
DATE SIGNATURE
✓ 9/16 SG

DATE: 1997 September 15

REPORT TO: Stella Glover, Secretary
Planning and Development Committee

FROM: L C King, P.Eng
Building Commissioner

SUBJECT: 605-609 James Street N
CleanSoils Inc - Pier 26
Eastport Drive (97.2.4.2.1.A.)

BACKGROUND:

Present use:

Soil Recycling/Processing

Zoning:

The zoning of the land has been changed from an "AA" District to an "F-3" District under Zoning By-Law #83-240 pending Ontario Municipal Board approval. The appeal has been heard and the Corporation of the City of Hamilton and the Hamilton Harbour Commissioners have confirmed an agreement which changes the Zoning of these lands to an "F-4" modified zone. Although the new zoning on the lands would permit the CleanSoils use on these lands, the Order to finalize the zoning remains outstanding as the parties cannot agree as to how the Minutes will be implemented.

Accordingly, the current "AA" zoning in effect is the most stringent, which does not permit the soil recycling/processing use.

History:

An earlier Information Report regarding this matter was submitted to the Planning and Development Committee at it's meeting of 1996 November 20.

Although originally believed to be a "shipping and navigation" use and, therefore, neither restricted nor prohibited under Zoning By-Law #6593, it came to our attention that all raw material was being transported by truck, not by ship. As a result, the use was deemed to not relate to "shipping and navigation" and hence should be restricted or prohibited by the zoning by-law.

.../2

The zoning of the land had been changed from an "AA" District to an "F-3" District under Zoning By-Law #83-240 pending Ontario Municipal Board approval. Both the "AA" and "F-3" Zoning Districts DO NOT PERMIT the use as a recycling/processing operation.

Subsequently, on 1996 May 7 an Order to Comply was issued to the Hamilton Harbour Commissioners advising of the contravention of the zoning by-Law. This Order resulted in ongoing correspondence between CleanSoils Limited, their solicitors, Hamilton Harbour Commissioners, and the Building Department. The essence of the issue, however, continued to return to the interpretation of "shipping and navigation" and whether the City of Hamilton Zoning By-Law was applicable. The Building Department agreed that a "bona fide" shipping and navigation use would not be governed by the zoning by-Law but, at that time, CleanSoils' operation did not fall under "shipping and navigation" and hence the operation should be controlled and restricted by Zoning By-Law 6593.

As the use of the lands continued to be in violation of the City of Hamilton Zoning By-Law #6593, and we had been unable to resolve the issue to our satisfaction or that of the two Ward Aldermen, the Department decided to proceed with legal action.

From the latter part of 1996 to early 1997 we met with Law Department staff to review the evidence available to us and determine what was required to achieve a successful prosecution. This review included an interview with a Beach area resident to determine the extent and validity of his information. This interview raised doubts on the strength of our evidence and inspections at the time indicated that CleanSoils had ceased operation as of 1997 January 20 and was not expected to resume until June of this year.

On 1997 February 17, representatives of the City of Hamilton and the Hamilton Harbour Commissioners confirmed an agreement at the mediation before Member J.R. Mills of the Ontario Municipal Board stating, in part, that the zoning of Piers 25 to 27 be changed to "F-4" (modified) which would permit the use of the lands for "Recycling Industries" subject to; "F-4" performance standards; and subject to a modified site plan approval process.

The Order to finalize the zoning, however, remains outstanding as the parties cannot agree on how the Minutes of Settlement will be implemented. As such, the applicable zoning remains as "AA", which clearly does not permit the use.

This Department has, therefore, confirmed the continued use of the property in a manner contrary to zoning and have subsequently notified the Hamilton Harbour Commissioners that failure to bring the property into conformance with the zoning by-Law will result in legal action as of 1997 September 29.

Preparation of evidence in anticipation of this action has been commenced.

JCK/JS

1(c)

CITY COUNCIL
HAMILTON, CANADA

Chad Collin
WA]

71 MAIN STREET WEST, HAMILTON L8N 3T4 • (905) 546-2716 • RES. (905) 578-1889

August 5, 1997

Transport & Environment Committee

RE: MAPLE LEAF MEATS
BROCKLEY DRIVE

Please place Maple Leaf Meats of Brockley Drive as an item on the next Transport & Environment Committee agenda regarding environmental issues.

Thank you for your attention to this matter.

Sincerely,

CHAD COLLINS
ALDERMAN, WARD 5

3(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 12

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Proposed 1.5m Wide Asphalt Path East Side of Covington Street from Barton Street to Cascade Street**

RECOMMENDATION:

1. That the Commissioner of Public Works and Traffic be authorized and directed to construct a 1.5m wide asphalt path on the east side of Covington Street between Barton Street and Cascade Street.

2. That the cost of the path estimated at $15,700 be financed from Current Budget Account CH 57410 60602.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above Recommendations.

BACKGROUND:

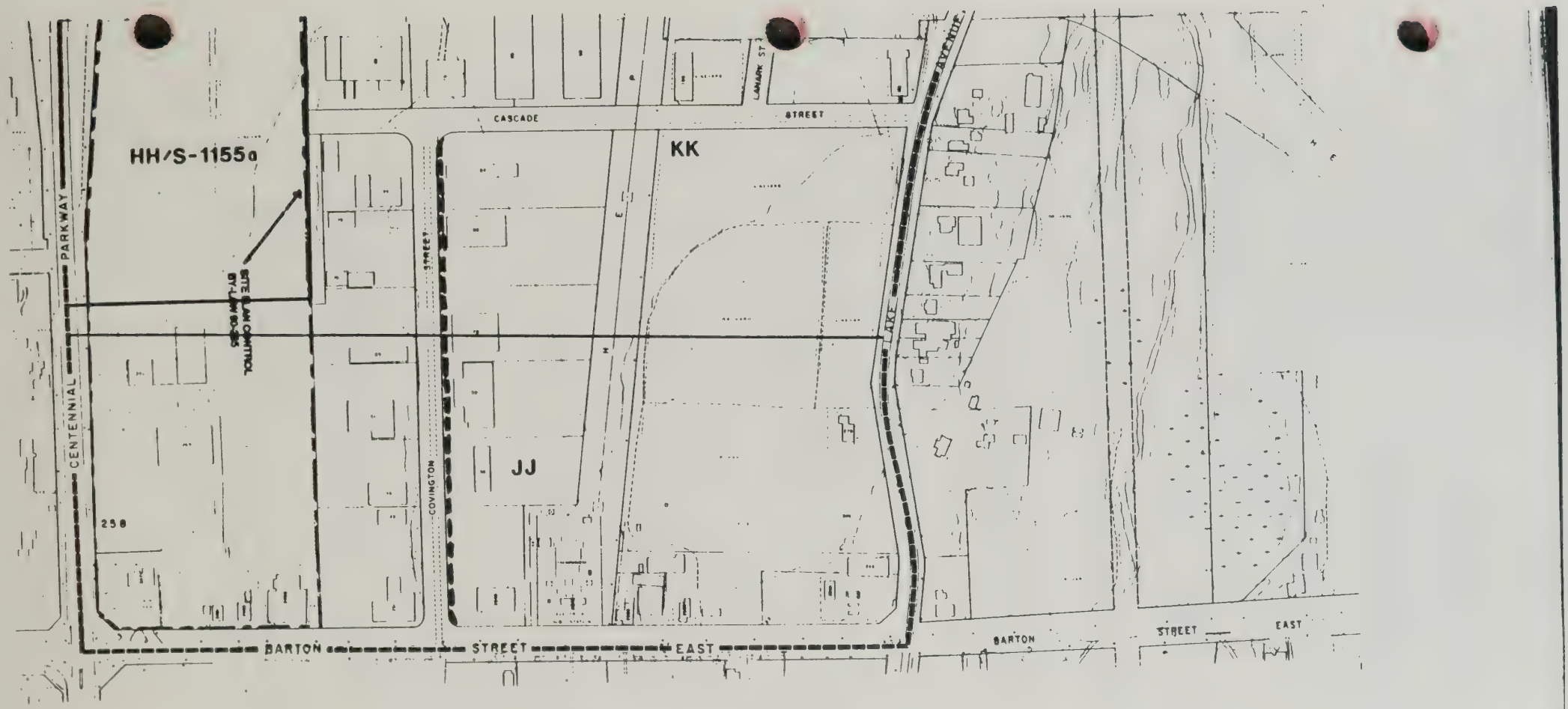
A request for a petition to construct a concrete sidewalk as a local improvement on the east side of Covington Street between Barton Street and Cascade Street was received from the Sikh Society Hamilton-Wentworth at 86 Covington Street in September 1996. The petition was returned insufficiently signed in July of this year.

On November 25, 1986, Council in adopting Item 11 of the 20th Report of the Transport and Environment Committee approved a procedure for handling requests for asphalt paths on road allowances. It reads in part "If the local improvement is not approved or is sufficiently petitioned against, then consideration be given to constructing an asphalt path utilizing funds available in the City's Current Budget. In these instances, Council approval to be obtained for each location."

The location of the proposed path is shown on the attached plan. The asphalt path will be continuous on the east side of Covington Street except in the areas of the driveway entrances, which are presently gravel. It would not be prudent to construct the path over these areas since the asphalt would be seriously damaged by the large vehicles using them.

The Sikh Society requested a proper sidewalk be built to provide pedestrian access from Barton Street to the Sikh Temple located at 86 Covington Street.

RPM/rb
attach.



----- Proposed 1.5m wide asphalt path

27 28 28 104 94 54 85 115 114 This is not a Legal Document For Zoning Verification Please Contact City Building Department	CITY OF HAMILTON **LAKELY** **ZONING**
Neighbourhood Boundary Zoning Boundary	0 100m SCALE 50m NORTH
Prepared for The City of Hamilton by the Planning and Development Department	PLANNING UNIT NO 6410 PAGE NO 94

3(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 15

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Pedestrian Access Through the City Alley Between Miles Court and Beulah Park**

RECOMMENDATION:

To improve safety of pedestrians' access to Beulah Park, it is recommended in respect of a portion of an adjacent City alley beside this Park's northerly limit which extends between Beulah Avenue and Miles Court:

(a) that the Commissioner of Public Works and Traffic be authorized:

(i) to prepare a bylaw in a form satisfactory to the City Solicitor, pursuant to the Municipal Act, (sec. 297) for the City,
- to assume the easterly one metre portion of the alley frontage on the westerly limit of Miles Court;
-- to limit access -- between Miles Court and Beulah Park through the said easterly one metre portion of this alley -- to pedestrians.

(ii) to advertise Notice of this proposed by-law for four consecutive weeks in accordance with the Municipal Act;

(b) that the Transport & Environment Committee hear any objections to this proposed by-law and make its recommendation to Council;

(c) If the said proposed by-law is enacted, that the Commissioner be authorized and directed to install bollards, signs and related works on the said one metre portion of the City alley beside Miles Court - to enforce the pedestrians only limitation.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost to install the necessary bollards is $1,000 to be financed from Current Budget Account CH 57410 60602.

BACKGROUND:

The above-noted east-west alley extends between 16 and 20 Miles Court on its easterly end and Beulah Avenue on its westerly end. This alley is a public unassumed alley (see attached plan). "No Parking, No Dumping" signs have been posted in the alley at the request of an owner on South Street. One garage and two parking areas at the rear of homes on South Street presently use this alley for access to the City's streets and there is one other South Street home (without laneways on South Street) also backing onto this alley, but not presently using this rear alley.

Alderman Kiss received a petition signed by approximately 260 residents. They are requesting that signage be installed to stop cars from entering or exiting this alley at its narrow opening on Miles Court.

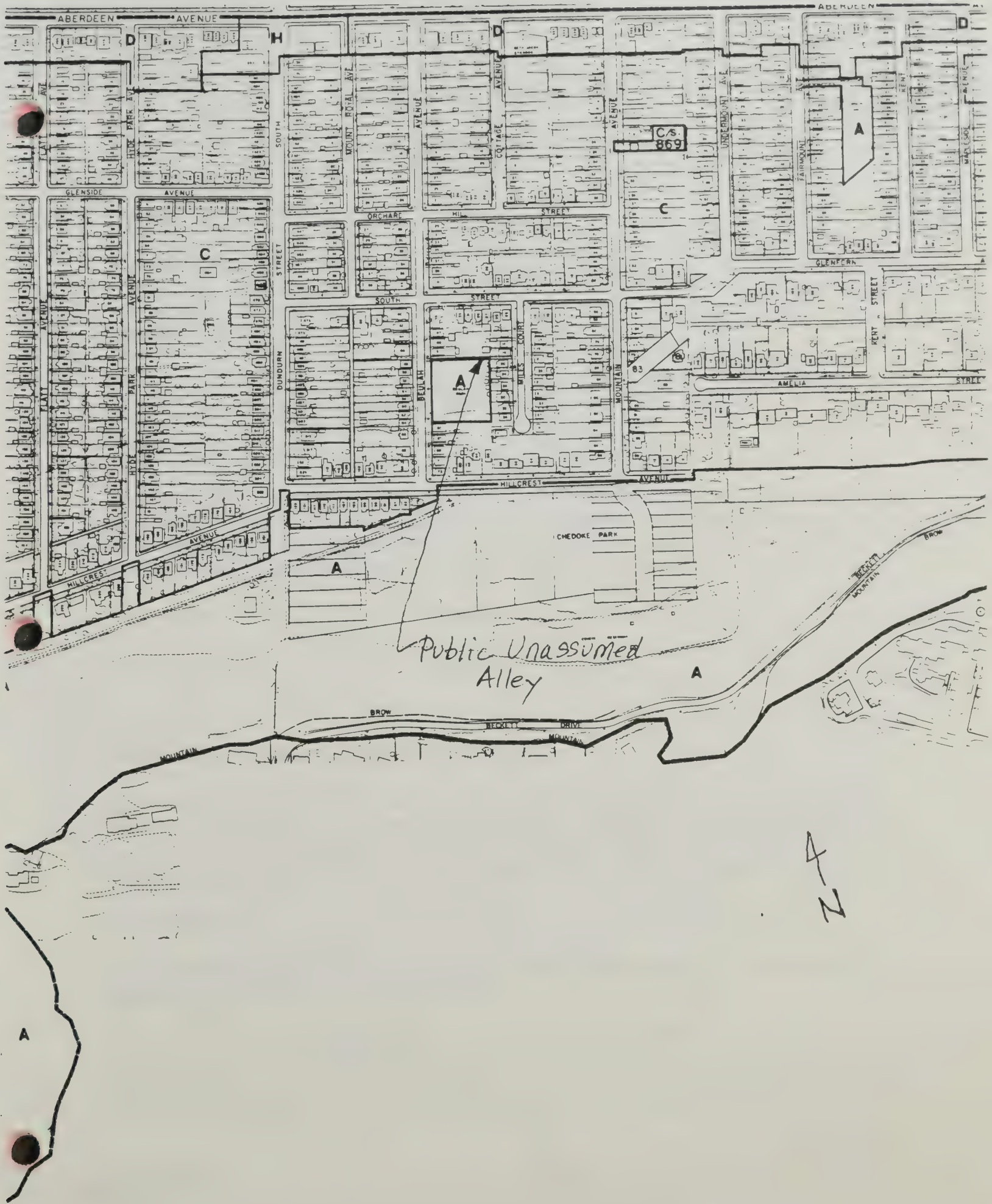
Due to the narrow width of the alley at Miles Court between two homes and the adjacent Beulah Park which attracts pedestrians through this end of the alley, the risk exists here of a pedestrian/vehicle conflict. By limiting use of the alley's entrance at Miles Court to pedestrians only, permitting cars to access the alley only from its westerly end at Beulah Avenue, it is our opinion that pedestrian safety in accessing our Park will be improved.

Accordingly, in response to the said petition, this department makes the above recommendation, to assume a narrow one metre portion of the alley beside Miles Court and to limit its use to pedestrians only. This response has been reviewed by the Traffic section of our department as well as the Law department, who have no concerns with this action. There are no municipal services in this alley.

As this alley is a public unassumed alley, it will be necessary to pass a by-law to assume the said one metre portion of this alley upon which bollards would be installed. Further, the proposed by-law to prohibit vehicular access, in accordance with the Municipal Act, would be advertised for four consecutive weeks and a public meeting of the Transport and Environment Committee would be held to hear any objections.

RPM/DP/rb
attach.

c.c. P.Noé Johnson, City Solicitor, Att: D.A.Powers, Senior Solicitor
c.c. J. K. Clairmont, Regional Transportation Department


ABERDEEN AVENUE
ABERDEEN
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C/S 869
GLENSIDE AVENUE
ORCHARD STREET
SOUTH MOUNT ROYAL AVE
HILL STREET
COTTAGE AVENUE
UNDERMOUNT AVE
FAIRMOUNT AVENUE
GLENFERN
KENT STREET
AMELIA STREET
SOUTH DUNDURN STREET
BEULAH COURT
WILES COURT
MOUNTAIN AVENUE
HILLCREST AVENUE
CEMETERY PARK
BECKETT DRIVE
BROW MOUNTAIN
Public Unassumed Alley
4
N

3(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 15

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Annual Supply and Delivery of Highway Salt**

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of highway salt as and when required during the 1997/98 winter season by the Department of Public Works and Traffic in accordance with specifications issued by purchasing and vendors' tenders and be financed through stock materials account no. CH 56197 60999, as follows:

Sifto Canada	Delivered
Highway Salt	$41.00/tonne

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The delivered price for highway salt in 1996 was $36.65, the new price of $41.00/tonne being the lowest of three bids, represents a substantial 12% increase. The tender approach was a co-operative tender which included City of Hamilton, Region of Hamilton-Wentworth, Towns of Dundas, Glanbrook, Ancaster, Flamborough and City of Stoney Creek.

BACKGROUND:

Approximately $1,695,000.00 was spent in the 1996/97 winter season for this commodity, see spreadsheet attached for comparison prices.

The Public Works and Traffic Department provides winter control services for all City and Regional roads within Hamilton. Starting in mid-October this department will also provide road maintenance for the East/West expressway. The highway salt acquired through this tender will be utilized for servicing City of Hamilton and Regional roads.

CFE/RG/rb
attach.

THE CORPORATION OF THE CITY OF HAMILTON
and the
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

FORM OF TENDER

ANNUAL SUPPLY OF SODIUM CHLORIDE
FOR THE 1997-1998 WINTER SEASON

PRICE DELIVERED BY TRUCK	*Sifto Canada Inc.*	*Cargill Salt Price*	*Canadian Salt Price*
Delivered by truck	$41.00/tonne	$46.28/tonne	$51.50/tonne
Delivered by truck form your nearest storage location	$41.00/tonne	$46.28/tonne	$44.14/tonne

3(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transportation and Environment Committee

FROM: Ross L. Fair
Director, Culture and Recreation Department

Doug L. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: Request for Authority to Remove Two Trees -
Main Street East Boulevard Adjacent to Children's Museum

RECOMMENDATION:

a) That the Transportation and Environment Committee provide authorization to the Commissioner of Public Works and Traffic for the removal of two trees located on the Main Street East boulevard immediately in front of the Children's Museum, contingent upon approval of plans for expansion of the Children's Museum by the Parks and Recreation Committee as noted in the report attached hereto as Schedule A, said trees to be replaced by four 50 mm. caliper trees to be planted on the boulevard in the vicinity of the Children's Museum.

b) That costs associated with this work be charged to Account #CF 709741078 -Expansion of the Children Museum

Ross L. Fair

L. Stiff. England for D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total cost of this work will be about $2,500 and has been included in the overall project budget for the expansion of the Hamilton Children's Museum

Removal of existing trees and planting of new trees would be undertaken by Public Works and Traffic forces.

The removal of the trees are required in order to enable proper access and egress for school buses delivering children to the Museum.

.../2

BACKGROUND:

Council has given approval for capital works at the Hamilton Children's Museum. Concurrently, and contingent upon approval of these recommendations, the Parks and Recreation Committee is considering award of contracts for these works. A copy of this report is attached as Schedule A for the information of the Transportation and Environment Committee.

DISCUSSION:

Removal of these two trees have been deemed necessary in order enable the expansion of the Hamilton Children's Museum to proceed.

Staff from Culture and Recreation and Public Works and Traffic have examined several alternative site designs and are proposing the recommended design on the basis that it provides the least possible impact on Gage Park and on the inventory of street trees in the area.

DL/RF

Schedule A

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Parks and Recreation Committee

FROM: Ross L. Fair
Director, Culture and Recreation Department

SUBJECT: Hamilton Children's Museum, Issue of Purchase Orders for Expansion, Barrier Free Design Modifications, and Risk Management Modifications

RECOMMENDATION:

a) That approval be given to issue a Purchase Order to Beatty Hall Construction Co. Ltd of Hamilton in the Amount of Ninety Six Thousand and Eight Hundred and Sixty ($ 96,860) plus applicable taxes to construct the Expansion of the Children Museum, being the lowest qualified Bid of three (3) received in accordance with the tender documents issued, and;

b) That approval be given to issue a Purchase Order to the lowest qualified bidder to undertake the site development work as per the contract documents issued by the Purchasing Division and prepared by the Parks Division of the Public Works and Traffic Department, being within the estimated amount and within the approval limits of the C.A.O. and the Commissioner of Public Works, and,

c) That the Director of the Culture and Recreation Department be authorized to carry a $11,360 Project Contingency to cover any additional unforseen items which may arise, and $15,000 as furnishing allowance, and;

d) That these expenditures be funded from the following Accounts: Children's Museum Expansion CF709741078; Barrier Free Design Modifications- CF809453005; Risk Management - CF709755034, and

e) That approval of these recommendations be contingent upon approval by the Transportation and Environment Committee for the removal of two trees located on the road allowance of Main Street East immediately in front of the Children's Museum and replacement planting of four 50 mm. caliper trees in the vicinity of the Children's Museum.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

All project components will be financed from three (3) Capital Accounts as follows: Children Museum Temporary Expansion CF 709741078 (available funds $75,000); Barrier Free Design Modifications, Barrier Free Access- All City Buildings (M1610101) CF 809453005 (allocated funds to the Children Museum $80,250); Risk Management, Various Culture and Recreation Facilities CF 709755034 (Allocated funds $ 129,920)

Purchase Order amount, issued to Beatty Hall Construction Co., is as follows:

1. Construction Cost (Includes Insurance & Bonding)	$ 96,860.00
2. GST $ 6,780.00	
Sub-Total (P.O. Amount)	**$103,640.00**
3. Project Contingency	$ 11,360.00
4. Furnishings Allowance	$ 15,000.00
Totals **$130,000.00**	

The estimate for the site development work is $30,000 and is within budget. The tender closes on 19 September 1997 and will proceed in accordance with the Purchasing Policy.

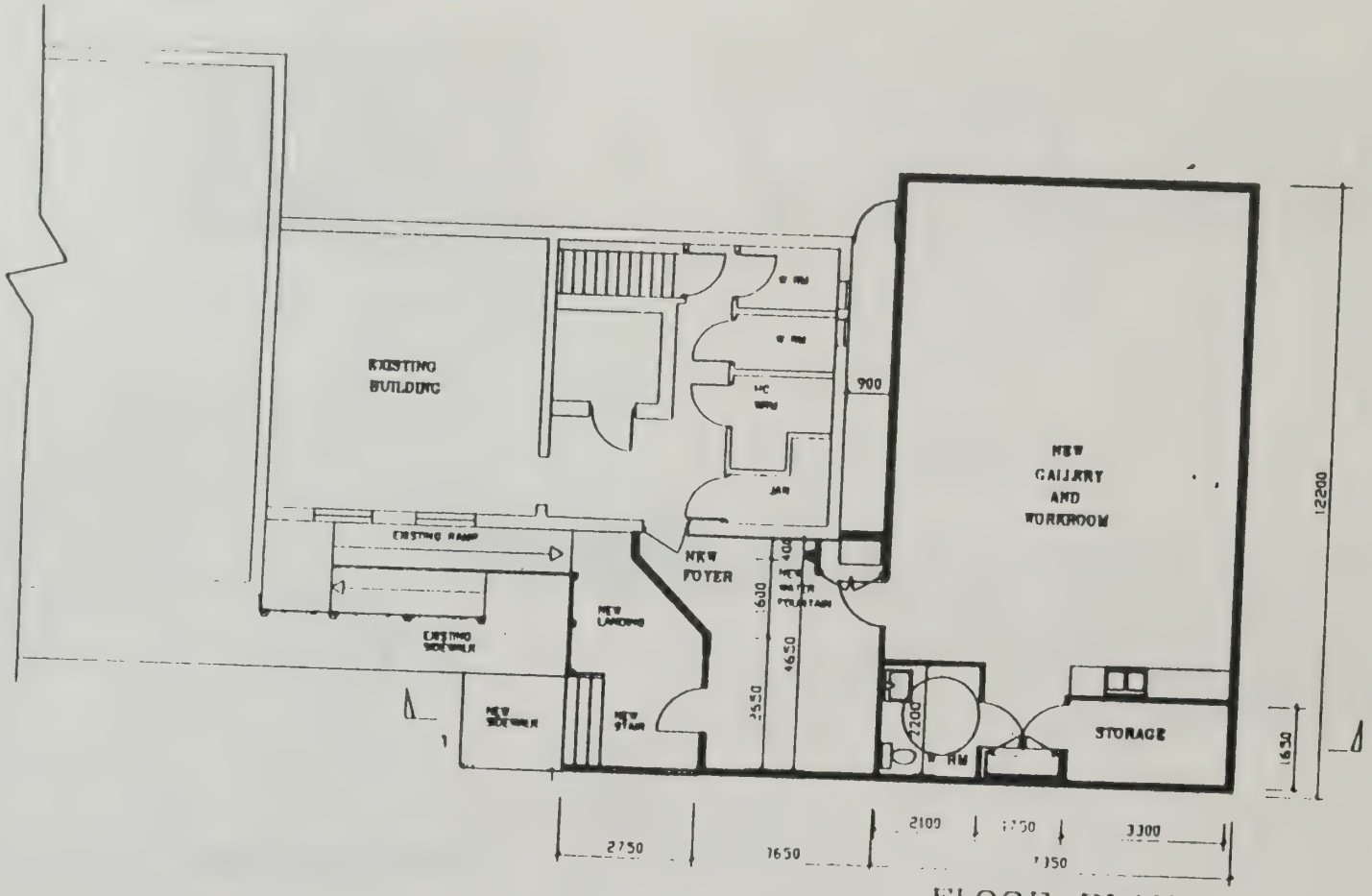
As compensation for the loss of two mature street trees, four new 50 mm caliper trees will be planted on the boulevard in the vicinity of the Children's Museum.

BACKGROUND:

City Council approved the Expansion of the Children Museum and the Risk Management modifications as part of the 1997-2006 Provisional 10 Year Capital Budget Programme. The barrier free design modifications are a part of the Barrier Free Access-All City Buildings of the Canada Ontario Infrastructure Programme in 1994.

DISCUSSION:

Since its opening in 1978, the Children's Museum has exceeded its anticipated audience of 7,000 visitors per year. In 1996, the museum attracted over 25,000 visitors. Due to the restricted space at the museum, both the programmes offered and number of visitors have been limited in scope and size. Currently the museum closes for two months during the year to accommodate exhibit changes. The temporary space has been initiated in response to current programme requirements and the need to expand but is limited in scope so that the it can be accommodated within the current capital budget funding.



FLOOR PLAN

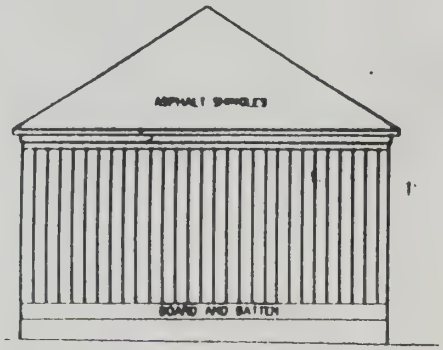
LORNE HAVERTY LTD. Architect

THE CHILDRENS MUSEUM

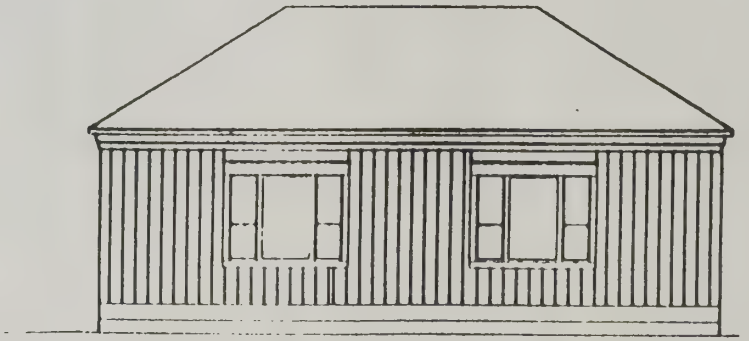
A2 - 5



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION

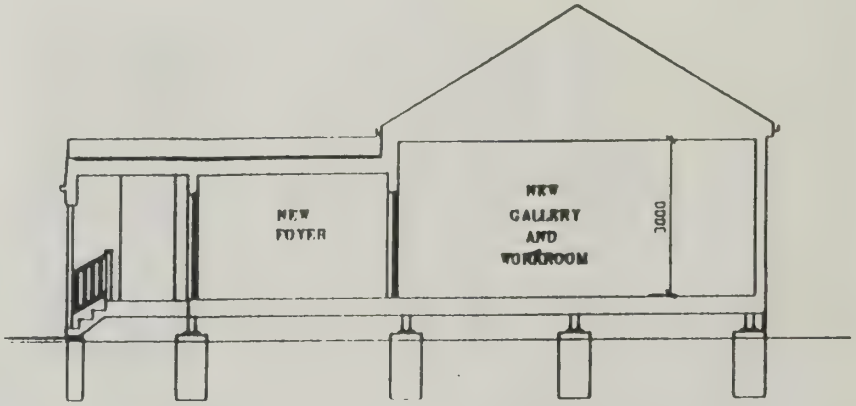
LORNE HAVERTY LTD.
Architect

THE CHILDRENS MUSEUM

A3 - 5



NORTH ELEVATION



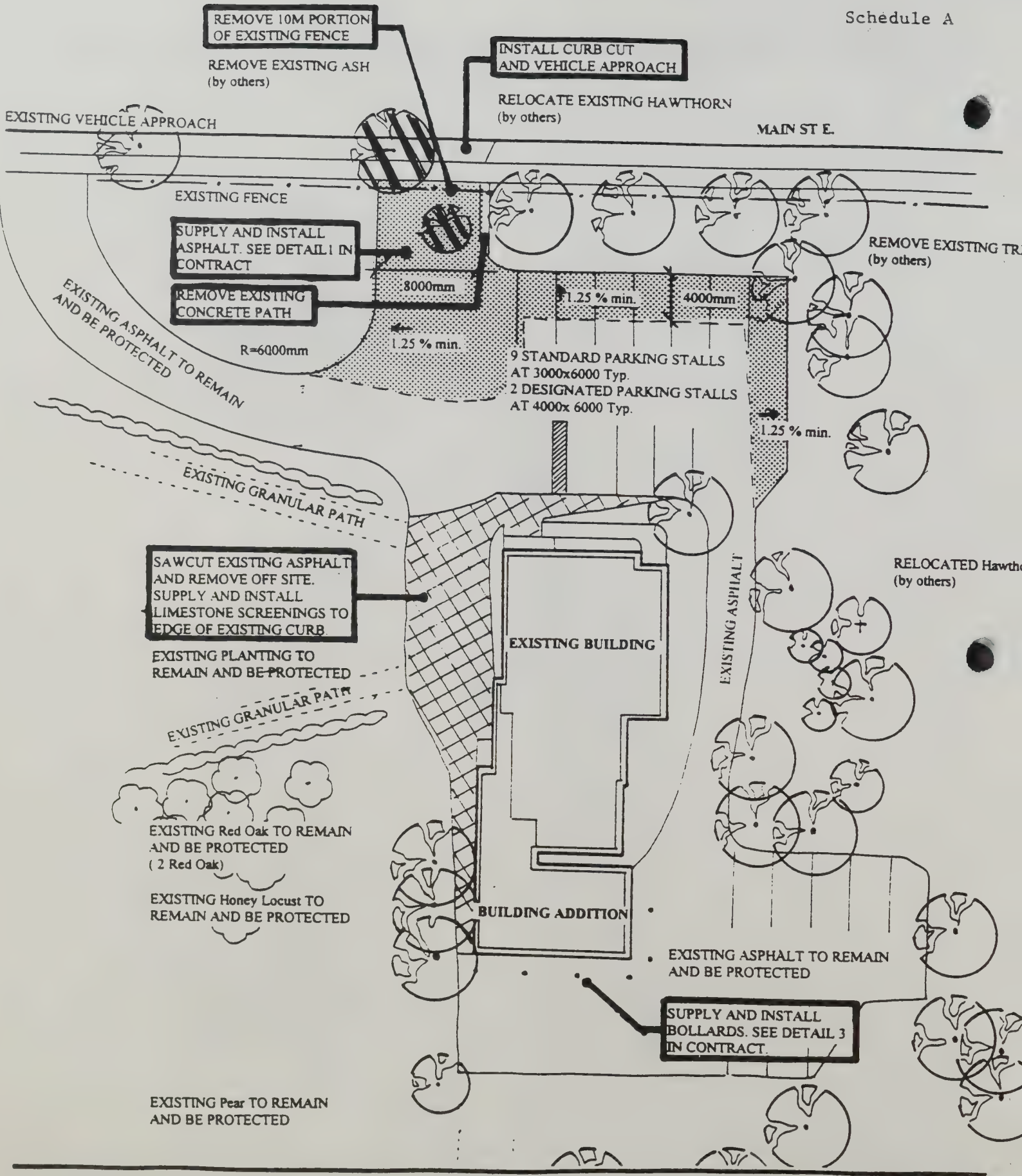
CROSS SECTION

LORNE HAVERTY LTD.
Architect

THE CHILDRENS MUSEUM

A4 - 5

Schedule A



City of HAMILTON

Project

THE HAMILTON CHILDREN'S MUSEUM

Title

ADDENDUM TO CONTRACT FOR PARKING LOT RECONSTRUCTION

Date SEPT '97

Scale 1:400

Dwg. No. 1/1

3(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 11
File No. TEC-197-97 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Proposed Staffing Change in the Parking Control Section of the Public Works and Traffic Department

RECOMMENDATION:

That, effective 1997 November 1, the staff complement of the Parking Control Section of the Public Works and Traffic Department be adjusted as follows:

DELETE	
Parking Control Officer (presently vacant)	1.0 FTE
ADD	
By-law Services Officer	1.0 FTE

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Eliminating one Parking Control Officer position could result in a loss of $79,000. in parking enforcement revenue annually. However, it is expected that a significant amount of the lost revenues from parking fines might be recouped through other enforcement activities such as noise charges, mud tracking charges and other types of violations where there are unending requests for enforcement.

While the new position will be forwarded to the Commissioner of Human Resources for the appropriate salary rating, no significant budget implications, either positive or negative, would be anticipated from a salary point of view.

BACKGROUND:

The purpose of parking enforcement is to deter motorists from parking illegally for safety reasons, and to ensure that the various regulations are effective for the abutting commercial/residential land uses. The public perception of parking enforcement has never been favourable, but a recent increase in productivity as well as the current economic climate has resulted in constant complaints about parking enforcement from several members of Council and the public.

On the other hand, there is a never ending public and Council member demand for other types of enforcement services such as noise control, mud tracking, enforcement of illegal mobile signs, etc. Therefore, from a staffing/workload point of view, it would be appropriate to eliminate a currently vacant Parking Control Officer position and to replace it with another staff member in the Noise Control Section. There is a potential for a negative effect on the current budget in the order of $80,000. per year, but a significant portion of the lost revenue from parking fines could be recouped through other more "popular" types of enforcement activities. This would also be one small step towards reducing the overall level of parking enforcement in the City.

MBH/kg

3(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 29 July 1997
File No. TEC-155-96 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Adair Avenue and Central Avenue - Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Adair Avenue and Central Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Dave Wilson has advised of a request from area residents that all-way stop control be implemented at the intersection of Adair and Central. No specific concerns were mentioned regarding the operating of this intersection, except that school buses are driving through this area.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Central is required to stop for northbound and southbound traffic on Adair. Records indicate that this intersection has experienced only one reported collision over the past eight years. This is a very good collision record for this type of intersection.

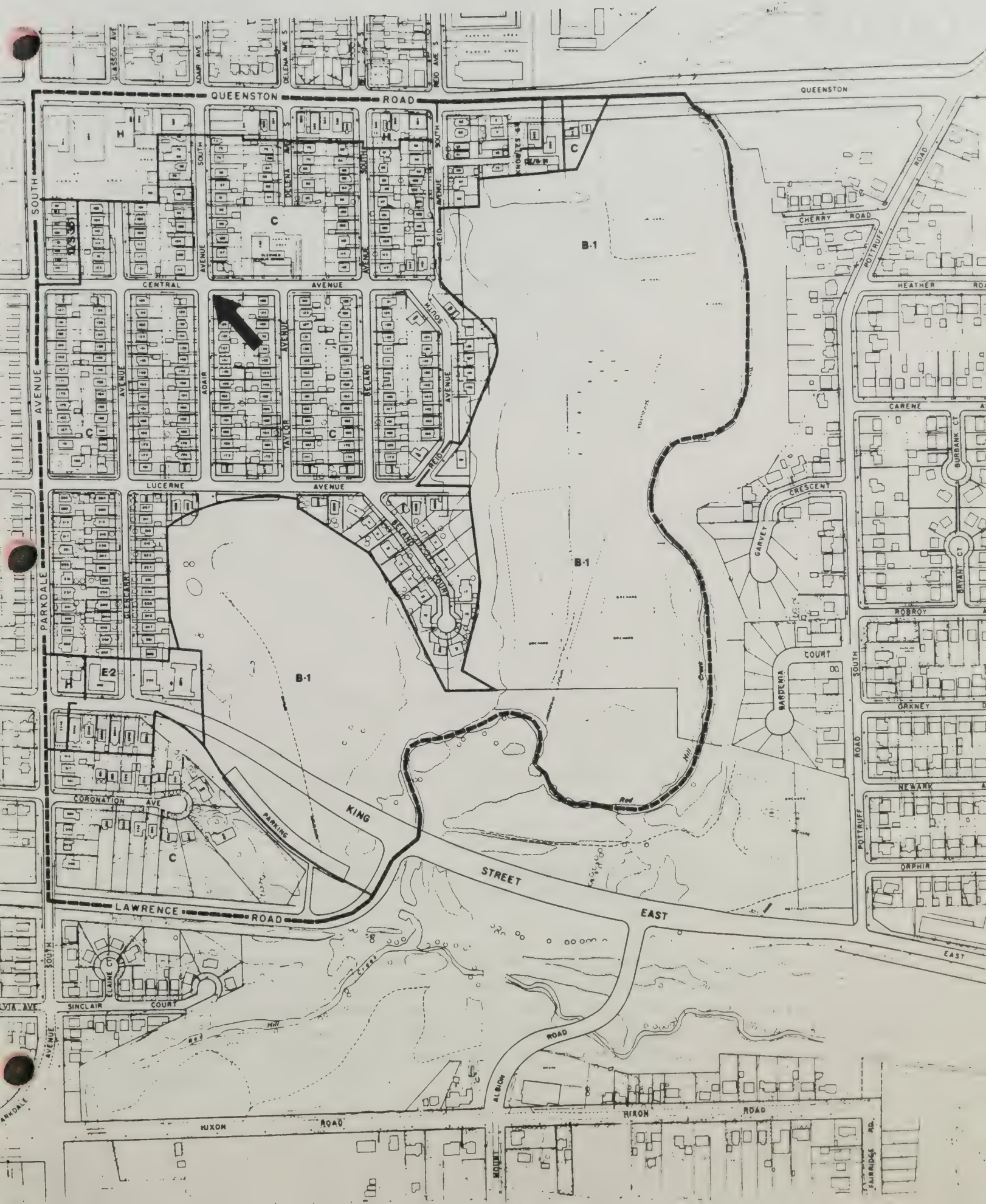
Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time.

Staff has assessed this request and has their usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

Presently, northbound traffic on Adair is required to stop one block north of Central at Queenston and southbound traffic is required to yield one block south of Central at Lucerne. Staff would consider an additional stop on this short section of street to be over-restrictive and unnecessary.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Adair at Central.

CVB/MBH/smg


QUEENSTON ROAD
QUEENSTON
SOUTH AVENUE
PARKDALE AVENUE
CENTRAL AVENUE
LUCERNE AVENUE
CHERRY ROAD
HEATHER
CARENE
ROBROY
ORKNEY
NEWARK
ORPHIR
COURT
CRESCENT
GARVEY
BARDENIA
BURBANK CT
BRYANT CT
POTTRUFF ROAD
SOUTH ROAD
REID AVENUE
TAYLOR AVENUE
ADAIR AVENUE
DELENA AVE S
NORTH AVE S
REID AVE S
GLASSCO AVE
MILROS AVENUE
BELLAND AVENUE
BELLAND COURT
CLEARBURY
B-1
C
E2
H
CORONATION AVE
PARKING
KING STREET EAST
LAWRENCE ROAD
SINCLAIR COURT
LANE CT
ALVIA AVE
NIXON ROAD
ALBION ROAD
MOUNT
FAIRBRIDGE RD
Hill
Road
Creek

3(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 10
File No. TEC-190-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Dunsmure Road and Garfield Avenue South
- Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Dunsmure Road and Garfield Avenue South, but that left-hand stop signs be erected to improve the visibility of the existing northbound and southbound stop signs.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Bernie Morelli has advised of a request that all-way stop control be implemented at the intersection of Dunsmure and Garfield. No specific concerns were mentioned regarding the operation of this intersection.

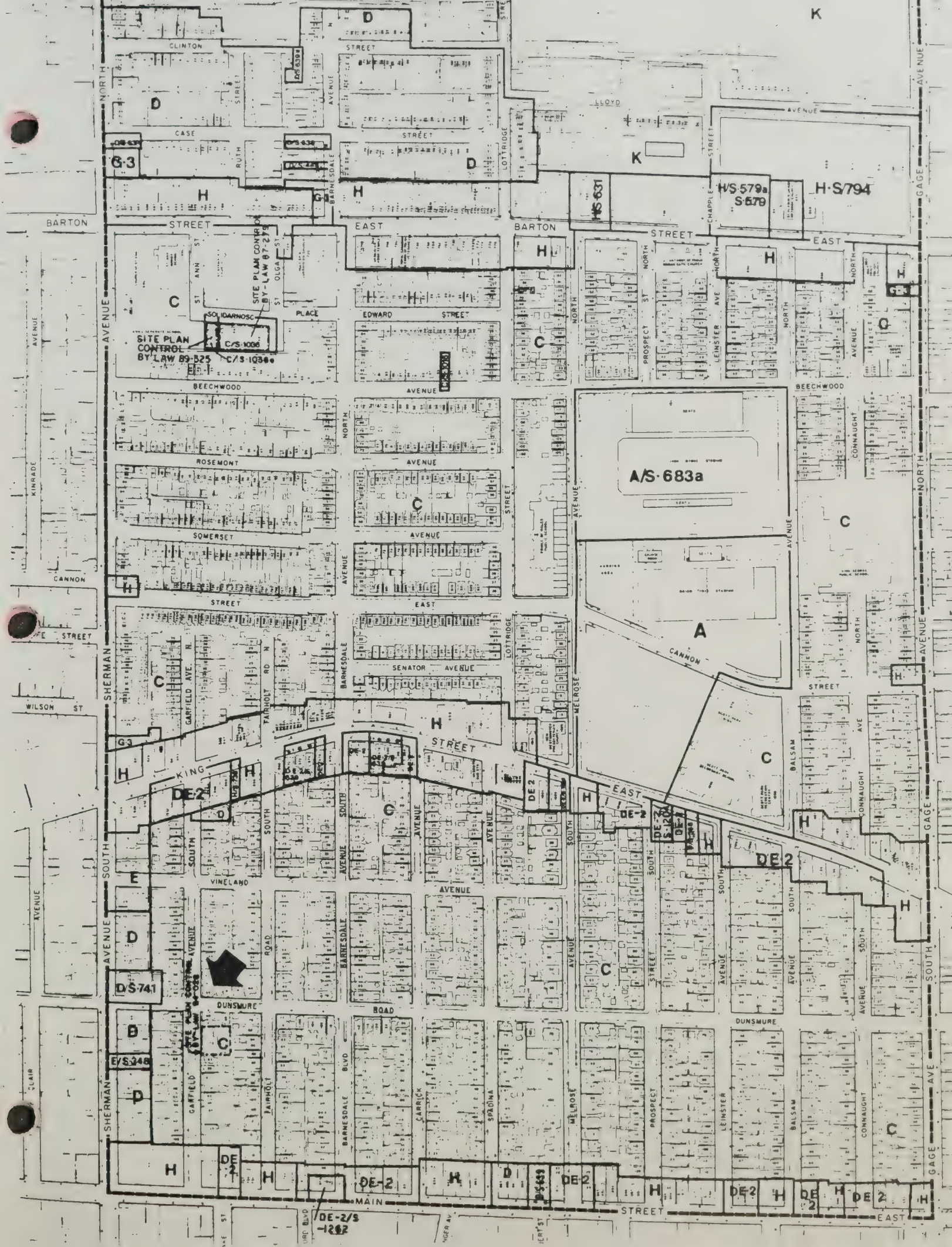
The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Garfield is required to stop for eastbound and westbound traffic on Dunsmure. Records indicate that this intersection has experienced an average of less than one collision per year over the past 8½ years. However, three of the collisions involved motorists who disobeyed the stop signs on Garfield. Therefore, staff recommends that left-hand stop signs be erected on Garfield at Dunsmure.

Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time.

Staff has assessed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no significant collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Dunsmure and Garfield.

CVB/MBH/klk


BARTON STREET EAST
BARTON STREET EAST
CLINTON STREET
CASE STREET
LLOYD AVENUE
EDWARD STREET
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
SENATOR AVENUE
KING STREET EAST
VINELAND AVENUE
DUNSMURE ROAD
MAIN STREET EAST
CANNON STREET EAST
WILSON ST
SHERMAN AVENUE SOUTH
GAGE AVENUE SOUTH
NORTH SHERMAN AVENUE
NORTH GAGE AVENUE
BARNESDALE AVENUE
LOTTRIDGE STREET
MELROSE AVENUE
CONNAUGHT AVENUE
PROSPECT ST
LEINSTER AVE
BALSAM AVE
GARFIELD AVE N
FAIRHOLT RD N
CARRICK BLVD
SPADINA ROAD
KINRADE AVENUE
SITE PLAN CONTROL BY-LAW 87-279
SITE PLAN CONTROL BY-LAW 89-525
C/S-1036
C/S-1036a
H/S-579a
S-579
H-S794
H/S-631
A/S-683a
D/S-741
E/S-348
DE-2/S-1282
DE-2
A
C
D
E
G-3
H

3(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 12
File No. TEC-198-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Ottawa Street South and Justine Avenue - Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Ottawa Street South and Justine Avenue.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Bernie Morelli has advised of a request that all-way stop control be implemented at the intersection of Ottawa and Justine. No specific concerns were mentioned regarding the operation of this intersection. The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Justine is required to stop for northbound and southbound traffic on Ottawa. Records indicate that there have been no reported collisions at this intersection in the past seven years. Alderman Morelli has advised that two pedestrians were recently struck at this intersection. However, our records do not confirm this, and it may be that the collision reports are still being processed by the Regional Police.

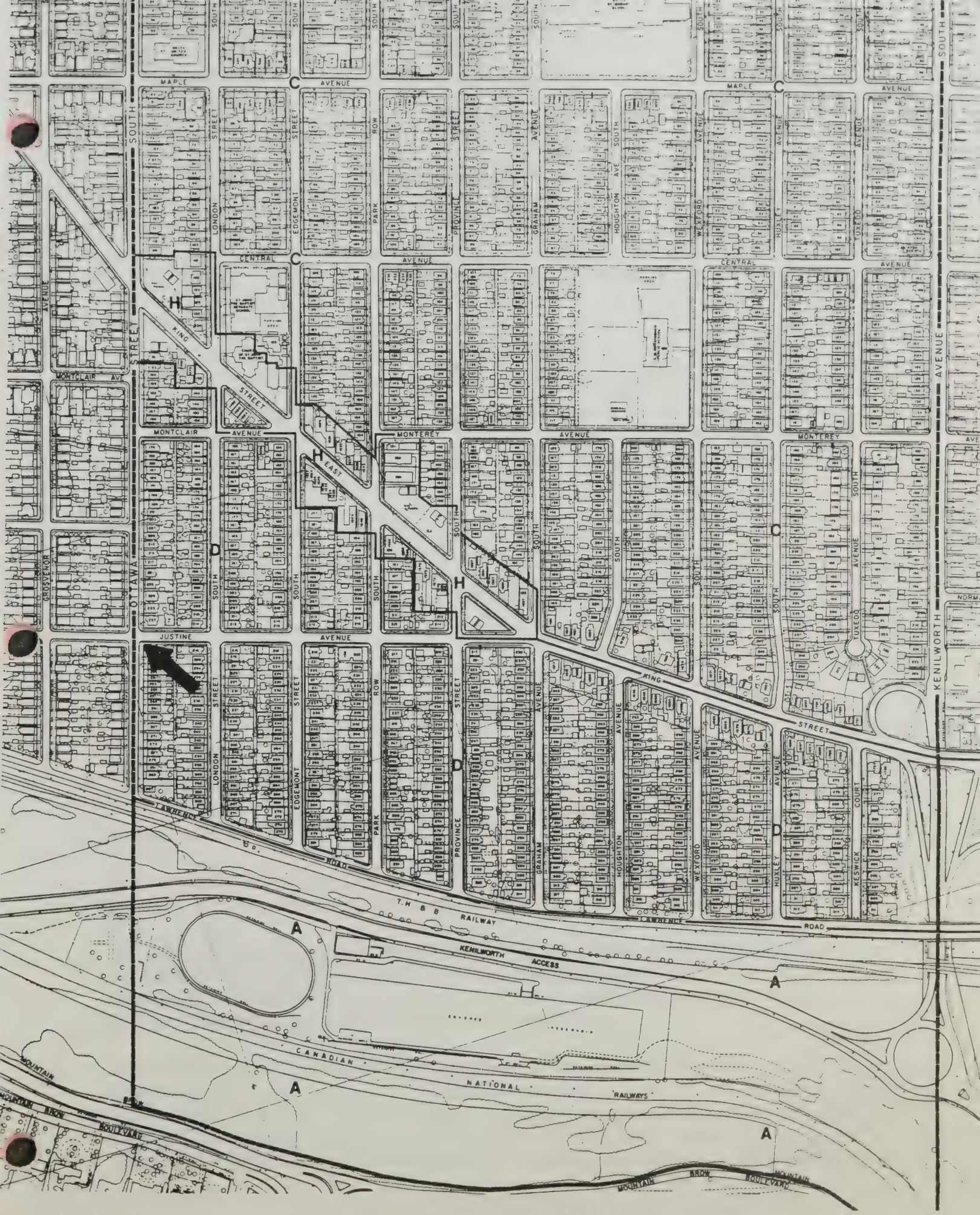
Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time.

Staff has assessed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

Presently, northbound and southbound traffic on Ottawa is required to stop one block north of Justine at Sherbrooke and one block south of Justine at Lawrence. Staff would consider an additional stop on this short section of street to be over-restrictive and unnecessary.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Ottawa and Justine.

CVB/MBH/klk


MAPLE AVENUE
CENTRAL AVENUE
MONTCLAIR AVENUE
MONTEREY AVENUE
JUSTINE AVENUE
OTTAWA STREET SOUTH
KING STREET
EAST
LONDON STREET
EDGEMONT STREET
PARK ROW
PROVINCE STREET
GRAHAM AVENUE
HOUGHTON AVENUE SOUTH
WEXFORD AVENUE
HUXLEY AVENUE
TUXEDO AVENUE
KESWICK COURT
KENILWORTH AVENUE
LAWRENCE ROAD
T.H. & B. RAILWAY
KENILWORTH ACCESS
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW BOULEVARD
C
D
H
A

2(ii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 17
File No. TEC-205-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Brigade Drive and Bastille Street - Intersection Control

RECOMMENDATION:

That northbound traffic on Bastille Street be required to stop for eastbound and westbound traffic on Brigade Drive, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Henry Merling has advised of a request from Mrs. Beverly Lupton, 106 Bastille Street, that three-way stop control be implemented at the intersection of Brigade and Bastille.

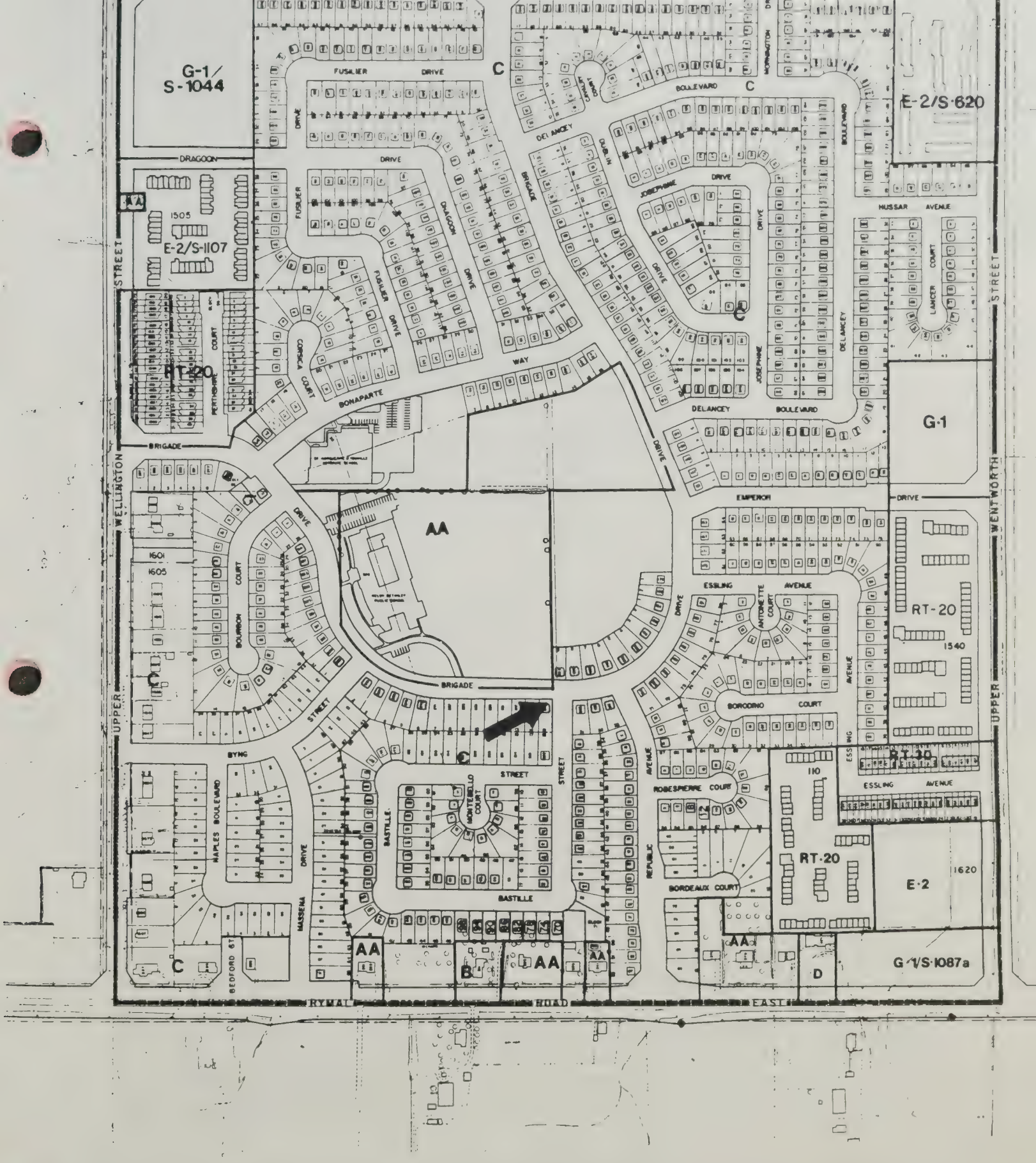
The intersection of Bastille and Brigade is a "T" type intersection, and presently, there are no intersection control signs. Records indicate that there have been no reported collisions at this intersection in at least the past seven years. This is an excellent collision record which could not be improved upon by the installation of all-way stop control.

Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time.

Staff has assessed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

Presently, eastbound and westbound traffic on Brigade is required to stop one block west of Bastille at Byng and one block east of Bastille at Republic. Staff would consider an additional stop on Brigade at Bastille to be over-restrictive and unnecessary. However, staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that northbound traffic on Bastille be required to stop for eastbound and westbound traffic on Brigade.

CVB/MBH/klk



82	33	118
119	8	19
6	24	23

CITY O

BAR

3(ii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 16
File No. TEC-201-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Tenth Avenue and East 43rd Street - Intersection Control

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Tenth Avenue and East 43rd Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Bob Charters has advised of a request from Mr. Frank Ciaramella, 379 East 43rd Street, that four-way stop control be implemented at the intersection of Tenth and East 43rd.

The subject intersection is a four-leg intersection, and presently eastbound and westbound traffic on Tenth is required to stop for northbound and southbound traffic on East 43rd. Records indicate there have been no reported collisions at this intersection in the past seven years. Thus, the intersection is operating safely and all-way stop control could not improve upon this excellent collision record.

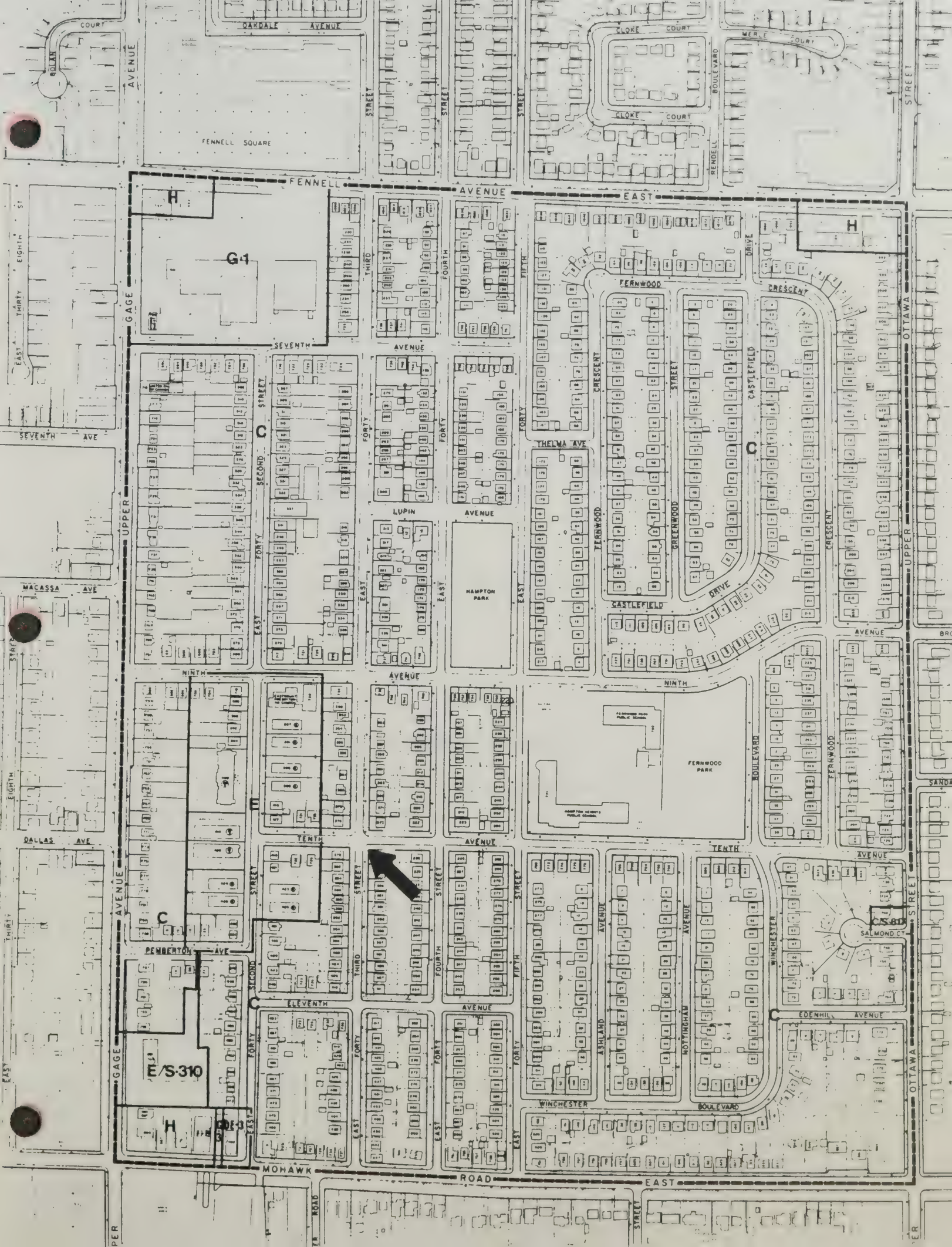
Presently, northbound and southbound traffic on East 43rd is required to stop one block to the south at Eleventh and one block to the north at Ninth. Staff would consider an additional stop on this short section of East 43rd to be over-restrictive and unnecessary.

Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time.

Staff has assessed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no significant collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Tenth and East 43rd.

CVB/MBH/klk


FENNELL AVENUE EAST
FENNELL SQUARE
OAKDALE AVENUE
CLOKE COURT
MERLE COURT
RENDELL BOULEVARD
G-1
H
C
E/S-310
CS-81
SALMOND CT.
HAMPTON PARK
FERNWOOD PARK
FERNWOOD CRESCENT
FERNWOOD DRIVE
CASTLEFIELD DRIVE
CASTLEFIELD CRESCENT
GREENWOOD AVENUE
THELMA AVE
LUPIN AVENUE
PEMBERTON AVE
EDENHILL AVENUE
WINCHESTER BOULEVARD
ASHLAND AVENUE
NOTTINGHAM AVENUE
MOHAWK ROAD EAST
GAGE AVENUE
UPPER OTTAWA STREET
SEVENTH AVE
MACASSA AVE
DALLAS AVE
NINTH AVENUE
TENTH AVENUE
ELEVENTH AVENUE
FORTY FIRST STREET EAST
FORTY SECOND STREET EAST
FORTY THIRD STREET EAST
FORTY FOURTH STREET EAST
FORTY FIFTH STREET EAST

3(ii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 17
File No. TEC-202-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Byng Street and Massena Drive - Intersection Control

RECOMMENDATION:

That northbound traffic on Massena Drive be required to stop for eastbound and westbound traffic on Byng Street, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Henry Merling has advised of a request from Mr. Corvaro, 34 Byng Street, that three-way stop control be implemented at the intersection of Byng and Massena.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Records indicate that there have been no reported collisions at this intersection in at least the past seven years. This is an excellent collision record which could not be improved upon by the installation of all-way stop control.

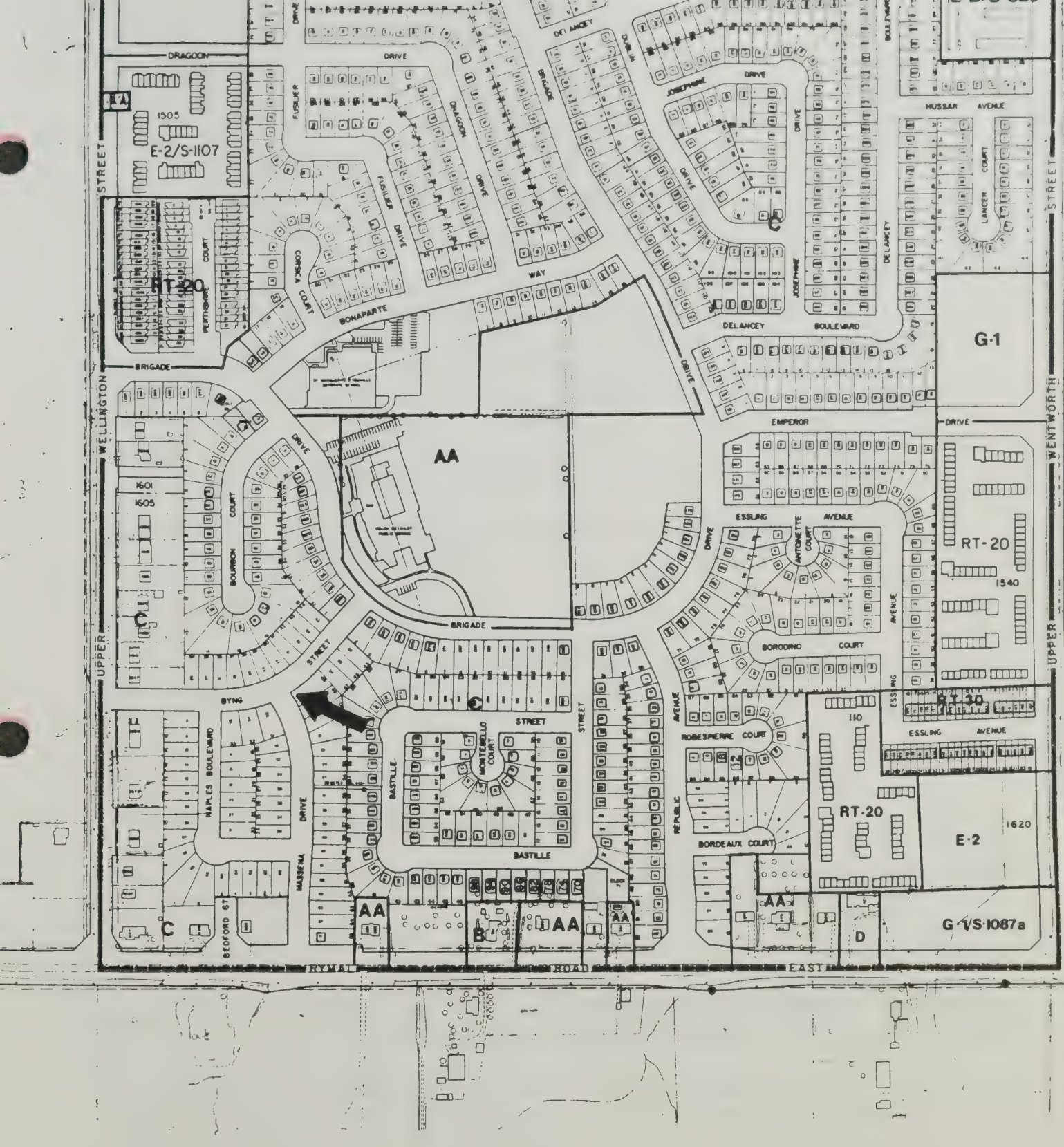
Presently, eastbound and westbound traffic on Byng is required to stop one block east of Massena at Brigade and two blocks west of Massena at Upper Wellington. Staff would consider an additional stop on Byng to be over-restrictive and unnecessary.

Staff utilizes certain criteria to determine when all-direction stop is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop. Staff has concluded that none of the criteria are met at this location at this time.

Staff has assessed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Byng and Massena. Notwithstanding, staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that northbound traffic on Massena be required to stop for eastbound and westbound traffic on Byng.

CVB/MBH/klk



82	33	118
119	8	19
6	24	23

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary
Zoning Boundary

CITY OF

BARNS

ZON

0

SCALE 50m

Prepared by The City of Hamilton

PLANNING

3(ii)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 17
File No. TEC-204-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Alconbury Drive and Rexford Drive - Intersection Control

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Alconbury Drive and Rexford Drive.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

Alderman Henry Merling has advised of a request from Mrs. Wendy Piedimonte, 88 Alconbury Drive, that three-way stop control be implemented at the intersection of Alconbury and Rexford.

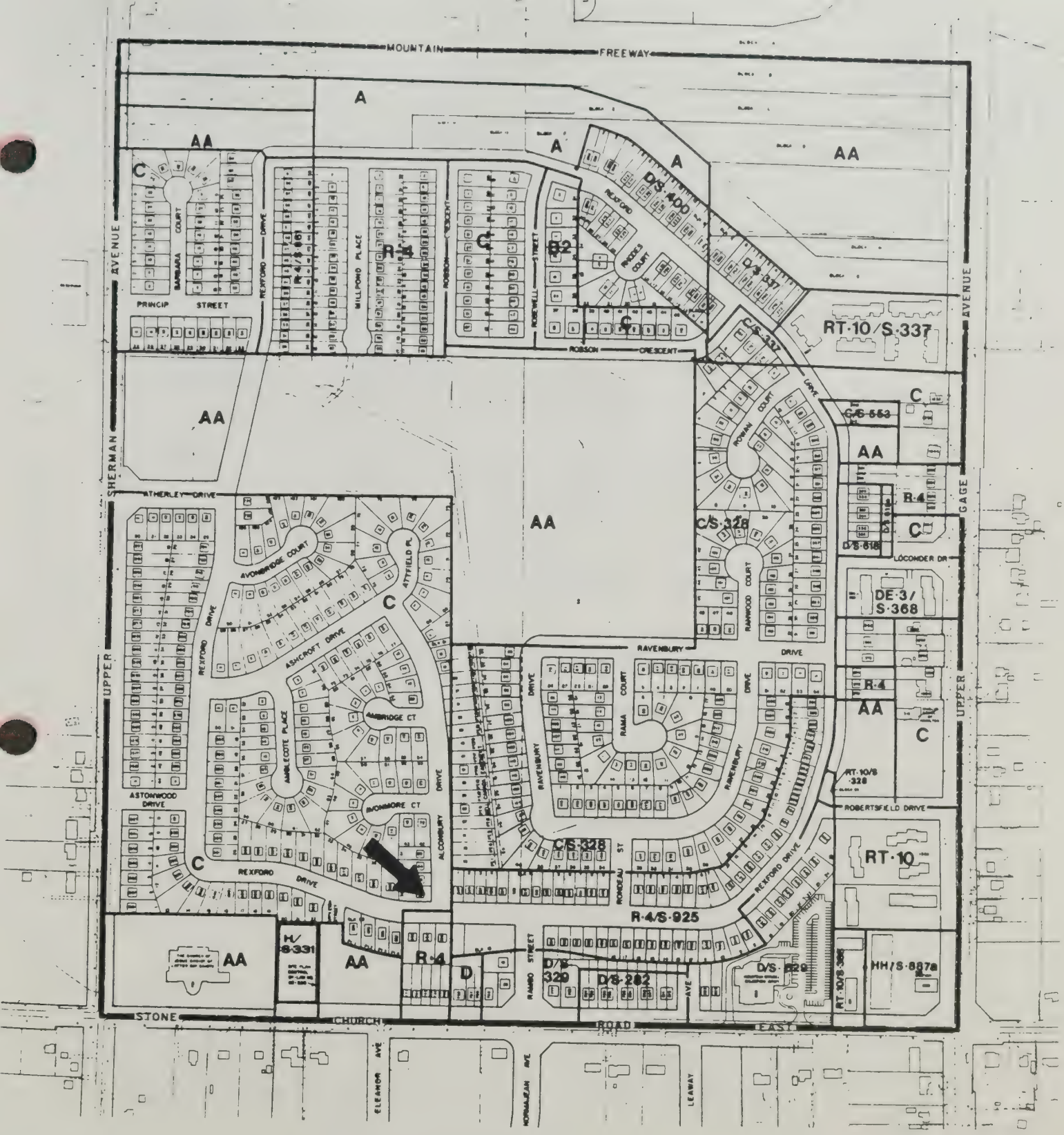
The intersection of Alconbury and Rexford is a "T" type intersection, and presently, southbound traffic on Alconbury is required to stop for eastbound and westbound traffic on Rexford. Records indicate that there has been only one reported collision at this intersection in the past seven years. This collision would not have been prevented by all-way stop control, and this is a very good collision record for this type of intersection.

Staff utilizes certain criteria to determine when all-direction stop control is required at an intersection due to the large number of requests for this type of device. The criteria are related to the classification of the intersecting streets, the past collision record, the proximity to the front doors of a school, and to permanent visibility obstructions which make it necessary for all vehicles to stop.

Staff has assessed this request and has its usual concerns regarding the use of unwarranted all-way stop control, including the fact there is no collision problem at this intersection; stop signs have no effect on the speed or volume of traffic on a particular street; stop signs have extremely harmful environmental affects, and unnecessary stop signs create disrespect for the device on the part of the motorists to the extent that the compliance with stop signs is deteriorating every year.

Presently, there is an all-way stop one block east of the subject intersection at Rambo and Rexford, as this is an intersection of two neighbourhood collector roads. Staff has concluded that none of the criteria respecting the use of all-direction stop control are met at the intersection of Alconbury and Rexford and, therefore, does not support this request.

CVB/MBH/klk



130	96	11
118	112	110
19	43	129

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For Zoning Verification Please
Contact The City Building Department

CITY OF HAM

RANDEL

ZONING

3(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 18
E220-0203 H. N. Groen

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Road Right-of-Way Widening - Walnut Street
King Street to King William Street (R-97-71)

RECOMMENDATION:

a) That the minimum road allowance width of 15.0m on Walnut Street from King Street to King William Street be reaffirmed.

b) That lands shown as Part 5 on Reference Plan 62R-14190 be retained by the City of Hamilton for the widening of Walnut Street and that these lands be incorporated by by-law into the public highway.

c) That the Planning and Development Department be advised of these actions.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...2

BACKGROUND:

Concern has been expressed by several aldermen as to the requirement for road allowance widenings on Walnut Street.

On September 11, 1997, this Department received Site Plan Application DA 97-29 by Hamilton Housing Company Ltd. to construct a four storey residential apartment building with ground floor commercial for lands at Nos. 12 to 14 Walnut Street North. In our review of this application it was noted that the existing Walnut Street right-of-way is approximately 12.19m (40ft) in width. Policy 3.1.19.vi) of the City of Hamilton Official Plan states that:

> "It is the intent of Council to ensure the minimum roadway width is 15m. In this regard, as a condition of Site Plan approval, the dedication of road widenings will be required to establish a road allowance width a minimum of 15m, and daylight triangles to accommodate road facilities."

In accordance with this Policy, we have recommended that as a condition of site plan approval that a 1.52m (5ft) road widening, shown as Part 5 on Reference Plan 62R-14190, be retained by the City of Hamilton and established as public highway. The City of Hamilton has previously acquired and established a 1.52m road widening on the east side of Walnut Street North, adjacent to this proposed development as shown on the attached plan. The Architect has prepared the site development plans with the knowledge that a 1.52m would be required and the road widening will not prevent the development from proceeding.

It should be noted that the normal right-of-way width for local roadways is 20m and the existing rights-of-way widths should be increased to this width where possible. In the Downtown Area of Hamilton many streets have rights-of-ways less than 15m and to increase the width to 20m would be onerous on the adjacent owners. In view of this, the City and the various Utility Companies previously approved a standard 15m cross section which would address the minimum requirements for road widths, sidewalk widths and utility locations. This cross section also provided a minimum 3m setback between the road curb and the property line for motorists visibility entering the travelled portion of the roadways in a forward manner.

The fact that the City acquires rights-of-way widenings does not imply that the physical pavement of the street will be widened but addresses existing deficiencies. The increase in the right-of-way also allows the City to provide downtown amenities such as wider sidewalks, tree plantings, street-scaping such as street furniture, etc. The street must be of sufficient width to ensure that service vehicles, including trucks, can access the adjacent developments and manoeuvre into the designated loading areas, etc.

cont'd...3

When lands are transferred for the widening of the right-of-way, the road authority has the ability to control the placement of motorist sightline obstructions. Should the proper sight lines not be provided within the right-of-way, the only other way to ensure that motorist sight lines are provided is to introduce additional building, landscaping and fence setbacks into the Zoning By-law.

The City does not have an active policy of purchasing these right-of-way widenings to establish the 15m widths but has been acquiring them where lands have developed or redeveloped. There have been other major redevelopments in the Downtown Area where the City of Hamilton, as a condition of site plan approval, acquired the road widening dedications to establish the minimum 15m right-of-way width.

We also note that an overall transportation review of the Downtown Hamilton is being completed and one of the recommendations of the review may include the review of the one-way street system on Regional as well as City of Hamilton roadways. The introduction two-way streets on existing one-way streets would further substantiate the minimum 15m road right-of-way requirement.

Notwithstanding the fact that numerous Zoning By-law variances are required from the Committee of Adjustment regardless of the right-of-way widening, we understand that the proposed right-of-way widening on Walnut Street will have no impact on the proposed development of lands at Nos. 12 to 14 Walnut Street North. In the interim we do not anticipate any changes to the existing street and the lands required for widening purposes will be landscaped until such time as they are required for utility, sidewalk purposes, etc.

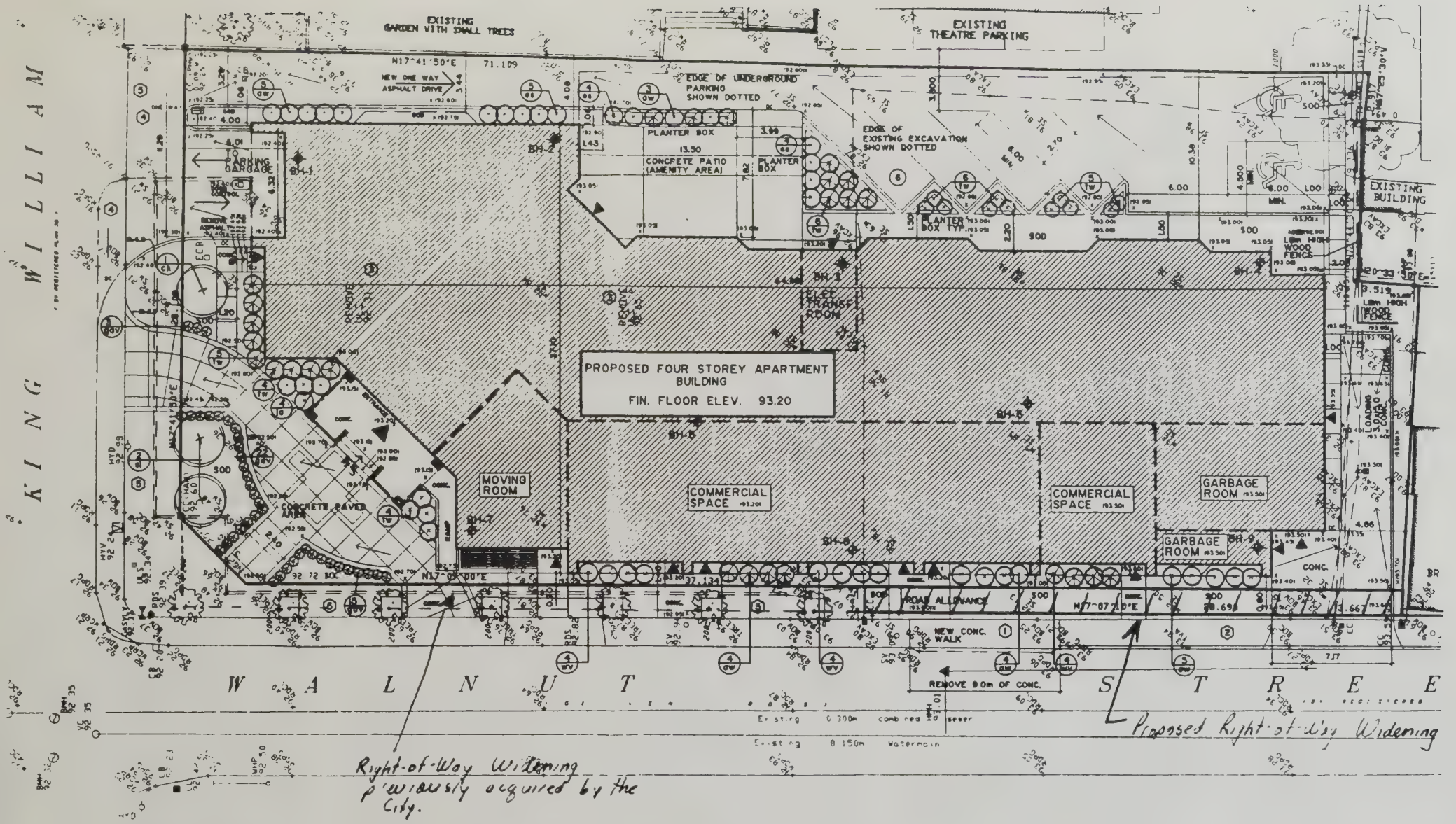
Should the Committee decide that Walnut Street should not have the minimum designation of 15m, then the following recommendation to Council would be appropriate:

"a) That notwithstanding the minimum designated width of 15m for all streets, the designated road allowance width for Walnut Street from King Street to King William Street shall be 12.19m;

b) That the lands shown as Part 5 on Registered Plan 62R-14190 not be incorporated into the Walnut Street road allowance."

HNG

cc: Eugene Chajka, Environment Department


KING WILLIAM
WALNUT STREET
EXISTING GARDEN WITH SMALL TREES
EXISTING THEATRE PARKING
N17°41'50"E 71.109
NEW ONE WAY ASPHALT DRIVE
EDGE OF UNDERGROUND PARKING SHOWN DOTTED
EDGE OF EXISTING EXCAVATION SHOWN DOTTED
PLANTER BOX
CONCRETE PATIO (AMENITY AREA)
PLANTER BOX
PARKING GARAGE
EXISTING BUILDING
PROPOSED FOUR STOREY APARTMENT BUILDING
FIN. FLOOR ELEV. 93.20
ELEC. TRANSF. ROOM
MOVING ROOM
COMMERCIAL SPACE
COMMERCIAL SPACE
GARBAGE ROOM
GARBAGE ROOM
CONCRETE PAVER AREA
ROAD ALLOWANCE
NEW CONC. WALK
REMOVE 9.0m OF CONC.
Existing 0.300m combined sewer
Existing 0.150m watermain
Right-of-Way Widening previously acquired by the City.
Proposed Right-of-Way Widening

SITE PLAN

4.

CITY OF HAMILTON

- INFORMATION -

DATE: 1997 September 15

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: **Graffiti Prevention - HWRP Request for By-law**

BACKGROUND: At the Transport and Environment Committee meeting June 16, 1997, a delegation from the Hamilton Wentworth Police Services Board appeared with a request to enact a By-law which would enable them to prevent or lessen the use of public walls and other public spaces for indecent and demoralizing messages. The following motion carried:

> "That the City Solicitor be directed to prepare a draft By-law regarding Graffiti Prevention, Prohibition and Abatement By-law and bring it forward with a report to the appropriate Committee."

DISCUSSION:

The delegation referred the Committee to the municipal by-law of the City of Vancouver as examples of this initiative.

The request by the HWRP was for a legislated mechanism to educate public entities and citizens in the importance of reducing the blight and deterioration within the City caused by "graffiti" which can contain messages of hatred, discrimination, and gang warfare. If the offensive messages are left on public display, the delegation reported, this encourages response and proliferation. The written submission by the HWRP for the Committee documents the experience in this City with offensive drawings and messages.

The Criminal Code makes it an offence to commit mischief by wilfully damaging property.

To allow a municipality the right to enact a by-law which has similar provisions to the Criminal Code, the municipality must acknowledge a local element to the conduct covered and a provincially delegated sphere of jurisdiction, which may coexist with the federal Criminal Code.

The Municipal Act s. 210 (140) permits the passage of local by-laws to prohibit and abate public nuisances.

The Municipal Act s. 210 (145) permits the passage of local by-laws to prohibit the posting or exhibition of placards, playbills, posters, writing or pictures or the writing of words, or the making of pictures or drawings, which are indecent or may tend to corrupt or demoralize, on any wall or fence or elsewhere on a highway or in a public place.

ELEMENTS:

To create an offence for an action, the elements and definition of the conduct must be clear and certain. It must be evident from the description and not discretionary in determining compliance with the law. It must also not conflict with rights conferred upon definition of "unwanted or restricted" drawings or scribblings on public property.

The municipality is limited in its approach to the defacing of public property. I can only restrict the product, the drawing or depiction. The Municipality (unlike the Criminal Code) can not speak to the tools of the trade, such as aerosol spray paint containers and indelible markers.

The by-law defines "Graffiti" including drawings or scribblings, often indecent, on a wall or other public surface.

The by-law should recognize acceptable drawings and scribblings such as those produced by other levels of government and public entities. They should also recognize legitimate and acceptable postings by the public. This may be accomplished by singling out the offensive character in restricted postings.

In 1996, the City of Toronto approved a program to train young people to remove graffiti form public buildings. This program was part of a strategy to enforce, remove educate and divert to prevent the appearance of graffiti.

Attached is a draft by-law prepared in accordance with Committee instructions.

CC: Robert Middaugh, Chief of Police

Bill No.

The Corporation of the City of Hamilton

BY-LAW NO. 97-

To Authorize

THE GRAFFITI BY-LAW

WHEREAS Section 31 of the Planning Act, R.S.O. 1990, Chapter P.13 authorizes a municipality to prescribe standards for the maintenance and occupation of property;

AND WHEREAS Section 210, paragraph (145), of the Municipal Act, R.S.O. 1990, Chapter M.45 authorizes the municipality to enact by-laws to prohibit indecent placards, writings or the writing of words or the making of pictures or drawings that are indecent or may tend to corrupt or demoralize, on any wall, fence or in a public place;

AND WHEREAS Section 210, paragraph (140), of the Municipal Act authorizes a municipality to pass by-laws to prohibit and abate nuisances;

AND WHEREAS Section 102 of the Municipal Act authorizes a municipality to enact by-laws and regulations for the health, safety, morality and welfare of the inhabitants of the municipality in matters not specifically provided for by the Municipal Act;

AND WHEREAS graffiti, being scribblings or drawings, often indecent, on a wall or other public surface, can create a visual and aesthetic blight within the municipality and may create a safety hazard;

AND WHEREAS The regional Municipality of Hamilton-Wentworth Police Services presented a report to the Transport and Environment Committee on the effects of graffiti;

AND WHEREAS City Council, on (specify), 1997, in adopting Section (specify) of the (specify) Report of the Transport and Environment Committee authorized this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. In this By-law, "Graffiti" shall mean any drawings, scribblings or mottos drawn on a wall or an exposed surface, but does not include marks made accidentally or any of the following:

   (a) a sign, public notice or traffic control mark authorized by the City Engineer;

   (b) a sign authorized pursuant to the Sign By-law;

   (c) a public notice authorized by a City by-law or by Provincial or Federal legislation;

   (d) in the case of private property, a letter, symbol or mark authorized by the owner or tenant of the property on which the letter, symbol or mark appears.

2. Every owner or occupant of any building or structure shall maintain all exterior walls of the building or structure, and any wall or fence, free of painted slogans, drawings, scribblings or any other defacing of the wall or fence.

3. No owner or occupant of any building or structure shall permit graffiti to be placed on any wall, fence, building or structure located on property that is visible to the public.

4. No person shall place graffiti or cause graffiti to be placed on any wall, fence, building, structure, or surface located on real property which is visible to the public.

5. Any person who contravenes this By-law is guilty of an offence and, upon conviction, is liable to the penalties specified by Section 61 of the Provincial Offences Act, R.S.O. 1990, Chapter P.33, as amended.

PASSED this day of , 1997.

CITY CLERK MAYOR

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 September 22
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the Transport and Environment Committee meeting held 1997 August 18th.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) Gledhill Crescent

(b) No. 5 Lyndhurst Street
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(c) No. 23 Brant Street
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(d) No. 35 1/2 Primrose Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(e) No. 72 and 78 Tom Street
Request for a Reserved "Permit Parking" Space for Disabled Residents

(f) No. 290 Grosvenor Avenue North
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(g) No. 57 MacAuley Street West
Request to Remove a Reserved "Permit Parking" Space
for a Disabled Resident

(h) Gladstone Avenue between Main Street East and Delaware Avenue

(i) No. 37 Francis Street
Request to Modify the Existing Reserved
"Permit Parking" Space for a Disabled Resident

(j) Douglas Street between Burton Street and the TH&B Railway Tracks

(k) Weir Street North, north of Barton Street East

(l) 126 Ivon Avenue

(m) No. 128 Ontario Avenue
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

(n) Colbourne Street between Park Street North
and Bay Street North

(o) Myrtle Avenue between Rutherford Avenue and Delaware Avenue

(p) Limeridge Road West, east of Hawkridge Avenue

(q) No. 535 John Street North
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

(r) Nos. 164 Simcoe Street East and 171 Simcoe Street East
Request for a Reserved "Permit Parking" Space for Disabled Residents

(s) Burton Street between Cheever Street and Douglas Street

(t) Emerson Avenue between Royal Avenue and Holmes Avenue

(u) Brantdale Avenue between West 2nd Street and Upper James Street
(v) Avondale Street between Barton Street East and Mons Avenue

(w) Ravenscliffe Avenue - South of Aberdeen Avenue

ii. **Intersection Control**

(a) Intersection of Cellini Avenue and Eaglewood Drive

(b) Intersection of Lawrence Avenue (west leg) and Neil Avenue

(c) Intersection of Jeremy Street and Lorenzo Drive

(d) Intersection of Lower Horning Road and Sheridan Lane

(e) Intersection of Acadia Drive and Annapolis Way

(f) Chelmsford Place at Kentley Drive

(g) Locke Street North and Peter Street

(h) Oakdale Avenue and East 43rd Street

iii. **Miscellaneous**

(a) No. 152 Park Row North
Request for a Wheelchair Loading Zone

(b) Intersection of Mountville Avenue and
Upper Wellington Street - Corner Clearance

(c) Grays Road, Community Avenue to Frances Avenue
Truck Route Status

(d) Apartment Building at No. 137 Duke Street
Application for a Time Limit Exemption Permit

(e) Fernwood Crescent (West) and Ninth Avenue
School Crossing Guard

iv. **City Engineer**

(a) To incorporate certain City land into various
street by By-law - Appleblossom Drive

(b) 1997 Servicing Expenditures Related to Subdivisions

(c) To incorporate certain City land into various street by By-law

v. **Public Works**

Salt Dome for Winter Maintenance
Lincoln M. Alexander Parkway

C. **CITY CLERK**

Declaration of Surplus Property/Sale
1' Reserves - No. 190 Annabelle Street, Hamilton

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)

Monday, 1997 August 18
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:	**Alderman H. Merling, Chairman** **Alderman V. J. Agro, Vice Chairman** **Alderman M. Kiss** **Alderman B. Morelli** **Alderman G. Copps** **Alderman C. Collins** **Alderman T. Jackson** **Alderman F. D'Amico**
Regrets:	**Mayor R. M. Morrow, Civic Business**
Also present:	**Alderman B. Charters** **B. Price, Hamilton Safety Council** **J. G. Pavelka, Chief Administrative Officer** **D. Lobo, Commissioner of Public Works and Traffic** **C. Firth-Eagland, Public Works and Traffic** **R. Meiers, Public Works and Traffic** **M. Hazell, Public Works and Traffic Department** **G. Aston, Roads Department** **J. Schatz, City Clerk** **R. Buckle, Real Estate** **D. Powers, Law Department** **Kevin C. Christenson, Secretary**

1. **DELEGATIONS:**

(a) **To Stop-up, Close and Sell a Portion of Upper Horning Road Omni Boulevard East to Stoney Church Road**

The Committee was in receipt of a report dated 1997 August 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

There was no delegation was present.

The Committee approved the following recommendation:

That the appropriate By-Law be prepared to the satisfaction of the City Solicitor for the stop-up, close and sale of a portion of Upper Horning Road designated as Part 5 on Plan 62R-9295 be forwarded to City Council for enactment.

(b) **To Stop-up, Close and Sell the Portion of the North/South Alley at the rear of No. 85 Mountain Avenue Offer to Purchase (Highway Closure) Alleyway rear of No. 85 Mountain Avenue**

The Committee was in receipt of a report dated 1997 August 5 from the City Clerk, Commissioner of Public Works and Traffic and Senior Director, Roads Division respecting the subject matter.

There was no delegation present.

Following discussion, the Committee approved the following recommendation:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049:

"the lands composed of part of the alleyway lying between Glenfern and Hillcrest Avenue on the east limit of Registered Plan 272, shown as Part 3 on Registered Plan 62R-14117, comprising an area of 80.40 square metres (865.5 square feet)"; and,

(b) (i) That an Offer to Purchase (Highway Closure), duly executed by Gerard Martin and Marie McManus, on 1997 July 28 and scheduled to close thirty (30) days after the conditions of the Offer have been fulfilled to the satisfaction of the City, being on or before 1997 December 17, for the lands composed of part of the alleyway lying between Glenfern and Hillcrest Avenue on the east limit of Registered Plan 272, shown as Part 3 on Registered Plan 62R-14117, comprising an area of 80.40 square metres (865.5 square feet), rear of 85 Mountain Avenue, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $1 be credited to Account Number CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

(ii) That the closing of the this sale transaction be conditional upon:

(1) the Purchaser agrees to take title subject to such registered easements in favour of the Regional Municipality of Hamilton-Wentworth and Bell Telephone Company; and,

(2) the Purchaser is required at its expense, to prepare and register all required easement documents with and satisfactory to each Utility; and,

(iii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor; and,

(iv) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(1) satisfactory notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision); and,

(2) no appraisal of the fair market value of the real property intended to be sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

(3) the City Clerk be authorized and directed to execute and issue a certificate of Compliance in the Form prescribed pursuant to Section 193 of the Municipal Act; and,

(c) That the appropriate Stop-up, Close and Sell By-Law, prepared to the satisfaction of the City Solicitor, be forwarded to City Council for enactment.

Note: Alderman M. Kiss recorded opposed.

(c) **To Sell a portion of closed Greenhill Avenue and Newlands Road**

The Committee was in receipt of a report dated 1997 August 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

There was no delegation present.

The Committee approved the following recommendation:

That the appropriate By-Law prepared to the satisfaction of the City Solicitor to sell a portion of closed Greenhill Avenue and Newlands Road designated as Part 3 on Plan 62R-7888 and Part 2 on Plan 62M-6273 be forwarded to City Council for enactment.

(d) **Proposed Widening of Centennial Parkway and Construction of a Traffic Circle on Cascade Drive**

The Committee was in receipt of a report dated 1997 August 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

There was no delegation present.

It was moved by Alderman Collins, seconded by Alderman D'Amico and carried that the following be added to section (d) of the recommendation;

> "and landscaping in the median at a cost not to exceed $40,000 - Capital Funding."

Note: Alderman G. Copps recorded opposed to the amendment.

Following debate, the Committee approved the following amended recommendation:

(a) That the By-law to alter Centennial Parkway and Arrowsmith Road be introduced and approved.

(b) That the Home Depot, the owner of lands at No. 350 Centennial Parkway North, pay approximately 59 per cent of the total costs of the widening of Centennial Parkway from approximately 50 metres south of Arrowsmith Road to approximately 210 metres north of Arrowsmith Road, the widening of Arrowsmith Road from Centennial Parkway to approximately 120 metres westerly, the installation of traffic signals at the intersection of Arrowsmith Road and Centennial Parkway, the construction of a traffic turning circle at the west end of Cascade Street, the acquisition of lands at the north west corner of Arrowsmith Road and Centennial Parkway and the costs for any utility relocation, etc. required as a result of these roadworks. Their preliminary cost estimate share, excluding utility relocation and land acquisition costs, is approximately $224,200.00.

(c) That the City of Hamilton pay approximately 41 per cent of the works described in item (b) above. The City's preliminary cost estimate share, excluding utility relocation and land acquisition costs, is approximately $155,800.00.

(d) That the Commissioner of Public Works and Traffic be authorized and directed to install a traffic signal at the intersection of Arrowsmith Road and Centennial Parkway upon completion of the widening of the intersection and landscaping in the median at a cost not to exceed $40,000 - Capital Funding.

(e) That the Finance and Administration Committee be requested to recommend the method of financing these works.

(f) That City staff be authorized to remove any trees required in conjunction with the alterations and replace them with appropriate landscaping.

(g) That prior to the issuance of an Approach Approval, the Home Depot provide the City of Hamilton with securities in the amount of $161,250 for their portion of the roadworks and pay to the City the required Construction Inspection fees.

(h) That The Home Depot be advised of these actions.

(e) **Intersection of Berkindale Avenue and Sylvester Street**
Alderman C. Collins

The Committee was in receipt of a report dated 1997 June 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That three-way stop control be implemented at the intersection of Berkindale Drive and Sylvester Street and that Traffic By-law 89-72 be amended accordingly; and,

(b) That staff be directed to report back to the Committee on this matter in six months time.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting held 1997 July 2nd were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **Avondale Street between Mons Avenue and the northerly end**

The Committee was in receipt of a report dated 1997 June 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the east side of Avondale Street between Mons Avenue and the Canadian National Railway Main Line be switched to the west side of the street and that the City Traffic By-law 89-72 be amended accordingly.

(b) **Roseland Avenue**

The Committee was in receipt of a report dated 1997 July 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the south side of Roseland Avenue commencing at Blake Street and extending to the easterly end be revised such that the regulation commences at Blake Street and extends to a point 18 feet west of the easterly end; and,

(b) That a "No Stopping" regulation be implemented on the north side of Roseland Avenue commencing at the easterly end and extending to a point 17 feet westerly therefrom; and that the City Traffic By-law 89-72 be amended accordingly.

(c) **East Side of Thorndale Street South, south of Main Street West**

The Committee was in receipt of a report dated 1997 June 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the east side of Thorndale Street South, commencing at a point 183 feet south of Main Street West and extending to a point 41 feet southerly therefrom, be removed and that the City Traffic By-law 89-72 be amended accordingly.

(d) **Connaught Avenue South, south of Dunsmure Road**

The Committee was in receipt of a report dated 1997 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping" regulation on the west side of Connaught Avenue South commencing at Dunsmure Road and extending to a point 52 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(e) **No. 36 Brock Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 July 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Brock Street commencing at a point 89 feet east of John Street North and extending to a point 24 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Henry Fusaro, 36 Brock Street.

(f) **No. 119 Adeline Avenue**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 July 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of Adeline Avenue commencing at a point 50 feet south of Roxborough Avenue and extending to a point 20 feet southerly therefrom, and on the east side of Adeline Avenue commencing at a point 29 feet south of Roxborough Avenue and extending to a point 22 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(g) **West Side of East 35th Street**
between Concession Street and the northerly end

The Committee was in receipt of a report dated 1997 July 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking, 10:00 a.m. to 2:00 p.m., Monday to Friday" regulation on the west side of East 35th Street between Concession Street and the northerly end be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation, and that the City Traffic By-law 89-72 be amended accordingly.

(h) **No. 346 Tragina Avenue North, Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1997 July 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Tragina Avenue North commencing at a point 66 feet south of Vansitmart Avenue and extending to a point 22 feet southerly therefrom be removed, and that the City Traffic By-law 89-82 be amended accordingly.

(i) **Abbington Drive**

The Committee was in receipt of a report dated 1997 July 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of Abbington Drive commencing at the north curb line of Abbington Drive and extending to a point 38 feet northerly therefrom and on the north side of Abbington Drive commencing at the east curb line of Abbington Drive and extending to a point 48 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(j) **No. 21 Land Street, Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1997 July 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Land Street commencing at a point 60 feet west of Niagara Street and extending to a point 19 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. DeMerchant, 21 Land Street.

(k) **No. 547 Hughson Street North Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1997 July 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of Hughson Street North commencing at a point 240 feet south of the south curb line of Brock Street and extending to a point 18 feet southerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(l) **West Side of Locke Street South, north of Charlton Avenue West**

The Committee was in receipt of a report dated 1997 July 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of Locke Street South commencing at a point 119 feet north of Charlton Avenue West and extending to a point 27 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(m) **Intersection of Upper Kenilworth Avenue and Elliott Avenue - Corner Clearances**

The Committee was in receipt of a report dated 1997 July 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That "No Stopping" corner clearances be implemented on the west side of Upper Kenilworth Avenue, commencing at Elliott Avenue and extending to a point 69 feet northerly therefrom, and commencing at Elliott Avenue and extending to a point 38 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(n) **Skylark Drive between Limeridge Road East and Pheasant Place**

The Committee was in receipt of a report dated 1997 July 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a full-time "One Hour Parking Time Limit" regulation be implemented on both sides of Skylark Drive between Limeridge Road East and Pheasant Place, and that the City Traffic By-law 89-72 be amended accordingly.

(o) **Munn Street between East 31st Street and East 33rd Street**

The Committee was in receipt of a report dated 1997 July 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Munn Street between East 31st Street and East 33rd Street, and that the City Traffic By-law 89-72 be amended accordingly.

(p) **West 33rd Street between Angela Avenue and Scenic Drive**

The Committee was in receipt of a report dated 1997 July 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 33rd Street between Angela Avenue and Scenic Drive, and that the City Traffic By-law 89-72 be amended accordingly.

(q) **Sanford Avenue North between Barton Street East and Myler Street**

The Committee was in receipt of a report dated 1997 July 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the west side of Sanford Avenue North commencing 147 feet north of Barton Street East and extending to the south curb line of Myler Street be revised such that the regulation commences 147 feet north of Barton Street East and extends to a point 227 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the maximum number of permits to be issued be reduced from eleven to eight.

(r) **No. 345 Tragina Avenue North**

The Committee was in receipt of a report dated 1997 July 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Wheelchair Loading Zone, 8:00 a.m. to 11:00 p.m., Monday to Friday" regulation on the west side of Tragina Avenue North commencing at a point 66 feet south of Vansitmart Avenue and extending to a point 23 feet southerly therefrom, be revised such that the regulation is in effect seven days a week, and that the City Traffic By-law 89-72 be amended accordingly.

(s) **Catharine Street South, south of Young Street**

The Committee was in receipt of a report dated 1997 July 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Commercial Vehicle Loading Zone, 8:00 a.m. to 12:00 noon, Monday to Friday" regulation on the west side of Catharine Street South commencing 77 feet south of Young Street and extending 40 feet southerly therefrom be revised such that the regulation is in effect from 8:00 a.m. to 5:00 p.m., Monday to Friday, and commences 87 feet south of Young Street and extends 60 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(t) **No. 509 Dunsmure Road, Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1997 July 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the north side of Dunsmure Road commencing at a point 96 feet east of Park Row North and extending to a point 19 feet easterly therefrom, and on the south side of Dunsmure Road commencing at a point 102 feet east of Park Row North and extending to a point 18 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

(u) **No. 305 Mary Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 July 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Mary Street commencing at a point 119 feet south of Murray Street East and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Nicolae Polmolea, 305 Mary Street.

(y) **No. 68 Norman Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Norman Street commencing at a point 197 feet south of Argyle Avenue and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Nancy Meadows, 68 Norman Street.

(w) **No. 295 Strathearne Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Strathearne Avenue commencing at a point 438 feet south of Barton Street East and extending to a point 23 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. James Lindstead, 295 Strathearne Avenue.

(x) **No. 82 Pearl Street North**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1997 August 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 12 noon to 8:00 p.m., seven days a week" regulation be implemented on the east side of Pearl Street North commencing at a point 32 feet south of Peter Street and extending to a point 15 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(y) **No. 123 Campbell Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 August 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north of Campbell Avenue commencing at a point 64 feet east of Carlisle Street and extending to a point 24 feet easterly therefrom, and on the south side of Campbell Avenue commencing at a point 44 feet east of the east curb line of Carlisle Street and extending to a point 16 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Sandra Gamble, 123 Campbell Avenue.

ii. Intersection Control

(a) **Intersection of Albion Falls Boulevard (North Branch) and Corinthian Drive**

The Committee was in receipt of a report dated 1997 June 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That westbound traffic on the north branch of Albion Falls Boulevard be required to stop for northbound and southbound traffic on Corinthian Drive and that the City Traffic By-law 89-72 be amended accordingly.

(b) **Limeridge Road East, Limeridge Mall access and egress Traffic Signal and Left Turn Prohibitions**

The Committee was in receipt of a report dated 1997 August 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the traffic signal at Limeridge Road East and the easterly access to Limeridge Mall be removed; and,

(b) That the existing "No Left Turn" regulation on Limeridge Road East, prohibiting a southerly left turn at the west access of Limeridge Mall be removed, and that the City Traffic By-law 89-72 be amended accordingly.

iii. Miscellaneous

(a) **Relocation of the School Crossing Guard on Upper Gage Avenue at Crocket Street**

The Committee was in receipt of a report dated 1997 July 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the supervised school crossing location on Upper Gage Avenue at Crockett Street be relocated to the intersection of Upper Gage Avenue and Sunning Hill Avenue.

(b) **Delaware, Beeline and University Bus Route Bus Stop Relocation**

The Committee was in receipt of a report dated 1997 August 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following Hamilton Street Railway bus stop be relocated for a six-month trial period:

Route #5 Delaware, 10 Beeline and 51 University

Delete - Westbound - King Street West, north side, 112 feet east of Sterling Street (M/B); and,

Add - Westbound - King Street West, north side, 28 feet east of Sterling Street (N/S); and,

(b) That the City Traffic By-law 89-72 be amended accordingly.

iv. **City Engineer**

(a) **Encroachment Agreement**

The Committee was in receipt of a report dated 1997 August 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

(b) **Encroachment Agreement - 307-7 Mary Street**

The Committee was in receipt of a report dated 1997 August 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of 953783 Ontario Ltd/Rudolf Kuras, owner of 307-7 Mary Street, to erect and maintain the encroachment of a fire escape measuring 1.0m x 1.5m onto the road allowance of Mary Street, be approved, subject to the following:

(a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the applicant pay a first year fee $184 and a subsequent annual fee of $35.

(c) **Encroachment Agreement - 125 South Oval**

The Committee was in receipt of a report dated 1997 August 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of J. & M. Sonke, owners of 125 South Oval, to erect and maintain encroachments consisting of a retaining wall 0.35m x 28.0m x 0.90m and landscaping measuring 0.90m x 28.0m onto the road allowance of South Oval and a retaining wall measuring 0.35m x 12.5m x 0.90m and landscaping measuring 0.90m x 12.5m onto the road allowance of Newton Avenue, be approved, subject to the following:

(a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the applicant pay a first year fee $184 and a subsequent annual fee of $35.

(d) **Encroachment Agreement - Air Liquide Canada**

The Committee was in receipt of a report dated 1997 August 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Tec Est Consultants Inc. on behalf of Air Liquide Canada Inc. to install and maintain 117.65m of 100mm diameter pipeline for the transmission of gaseous hydrogen along the west side of Depew Street southerly from Burlington Street, be approved, subject to the following conditions:

(a) (i) That Air Liquide Canada Inc. enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(ii) That Air Liquide Canada Inc. or its designated contractor become a member of Call-Bud System, the underground locate agency; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That Canadian Air Liquide Canada Inc. pay a first year fee $264 and a subsequent annual fee of $155.78 plus taxes if applicable.

(e) **To Incorporate Certain City Land into Various Streets by By-law**

The Committee was in receipt of a report dated 1997 August 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated in the following streets:

Fieldway Drive	Part 16	Plan 62R-11054
Appleblossom Drive	Part 2	Plan 62R-14168
Nash Road	Part 3	Plan 62R-14202
Garside Avenue North	Parts 2 and 5	Plan 62R-13955

(b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council.

(c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

(f) **Hess Village, Country Music Association Convention 1997 September 4 to September 8**

The Committee was in receipt of a report dated 1997 August 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Hess Village Performing Arts to temporarily close Hess Street between King Street and Main Street on Thursday 1997 September 4 beginning from 6:30 pm till 2:00 am Monday September 8, to coincide with the Lakeport Canadian Country Music Association of Canada Convention, be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide proof of $5,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(d) That all barricading be supplied by and at the expense of the applicant; and,

(e) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant; and,

(f) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation; and,

(i) That the applicant be granted extension to the City of Hamilton Noise By-Law 79-292 and contract a City of Hamilton Noise By-Law Officer to be in attendance throughout the event, at the expense of the applicant; and,

(j) That the LLBO be advised that the Corporation of the City of Hamilton is aware of the application for a Temporary Extension of Liquor Licence submitted by the Lazy Flamingo (19 Hess Street South) in conjunction with the Country Music Association of Canada convention to take place 1997 September 5, 6, 7 and 8; and that the City has no objection to the issuance of the Temporary Extension of Liquor Licence for this event.

(g) **Westdale Village B.I.A. Community Garage Sale**
Road Closure - King Street West from North Oval to Sterling Street

The Committee was in receipt of a report dated 1997 August 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Westdale Village B.I.A. to temporarily close King Street West between North Oval and Sterling Street on Saturday 1997 September 6 from 6:30 am to 6:00 pm, to hold a "Community Garage Sale and Sidewalk Sale", be approved, subject to the following conditions:

(a) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained; and,

(b) That the applicant provide proof of $2,000,000 public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

(c) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate; and,

(d) That all barricading be supplied by and at the expense of the applicant; and,

(e) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic, at the expense of the applicant; and,

(f) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer; and,

(g) That no property owner or resident within the barricaded area be denied access to their property upon request; and,

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

C. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1997 August 18th from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of information reports that were previously distributed to the Committee, be approved.

Date	*From*	*Subject*	*Date Distributed*
June	Ontario Good Roads Association	Municipal Routes - June 1997 Issue 45	1997 July 7
June 16	Commissioner of Public Works and Traffic	1997 City Construction Program Status & Schedule as of 1997 June 13	1997 June 25
June 24	Commissioner of Public Works and Traffic, and, Director of Culture and Recreation	Chedoke Golf Course	1997 June 25
July 2	The Regional Municipality of Hamilton-Wentworth - Regional Environmental Department	Class Environmental Assessment North Slope Remediation & Leachate Collection Upper Ottawa Landfill Site Notice of Project Initiation	1997 August 6
July 4	Citizens' Network on Waste Management	Final Report - A Strategy to Promote Refilables & Reuse in Ontario	1997 August 6
July 17	Ministry of Environment and Energy West Central Region	Provisional Certificate of Approval for a Waste Disposal Site (processing) No.A650104	1997 August 12
July 21	Commissioner of Public Works and Traffic	Downtown Hamilton Improvement Plan - Sidewalk Reconstruction - North Side of King Street between James and Mary Streets	previously distributed to all members of Council
July 22	City Solicitor	Agreement between City of Hamilton and CP Rail - Prohibition of Train Whistling at Greenhill Crossing - Annual Insurance Coverage	1997 July 24
August 8	Commissioner of Public Works and Traffic	1997 City Construction Program Status and Schedule as of 1997 July 18	1997 August 12
August 8	Commissioner of Public Works and Traffic	Public Works and Traffic Department Quarterly Report as at June 30, 1997	1997 August 12

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) PUBLIC WORKS DIVISION

(i) **Canada/Ontario Infrastructure Works Program (COIW)**

The Committee was in receipt of a report dated 1997 August 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the Commissioner of Transportation be authorized and directed to award tenders as required on the approved Canada/Ontario Infrastructure Works Program (Appendix B attached).

(ii) **1997 Road and Sidewalk Improvement Programme Request for Additional Funding**

The Committee was in receipt of a report dated 1997 August 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following considerable discussion, the Committee approved the following amended recommendation:

(a) That the approved 1997 Road and Sidewalk construction program proceed with the completion of East 37th Street between Crockett Street and Concession Street and Cheryl Avenue between Upper Sherman Avenue and East 34th Street: and,

(b) That the Finance and Administration Committee approve that the identified shortfall in the 1997 Road and Sidewalk Improvement Programme in the estimated amount of $580,000 be funded as follows:

- $168,000 from the Downtown Improvement Project Acct no. CF 5200-609755033 (Downtown Hamilton Improvement plan)

- $412,000 from any 1997 Year End Surplus available

(b) TRAFFIC DIVISION

(i) **Intersection of Normandy Road and Auburn Avenue Intersection Control**

The Committee was in receipt of a report dated 1997 June 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That four-way stop control be implemented at the intersection of Normandy Road and Auburn Avenue, and that Traffic By-law 89-72 be amended accordingly; and,

(b) That staff report back on the matter in one years time.

(ii) **Intersection of Delena Avenue North and Dunsmure Road - Intersection Control**

Alderman Copps raised the issue of four way stop control at the intersection of Delena avenue North and Dunsmure Road.

Following discussion, the Committee approved the following recommendation:

(a) That four-way stop control be implemented at the intersection of Delena Avenue North and Dunsmure Road and that Traffic By-law 89-72 be amended accordingly.

(b) That staff be directed to report back on this matter in 6 months time.

4. **ALDERMAN T. JACKSON**

Public Walkway - No. 98 Milkyway

The Committee was in receipt of a report dated 1997 June 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the south side of Milkyway Drive/Trenholme Crescent, commencing 60 feet west of the extended west curb line of Upper Kenilworth Avenue and extending to a point 123 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

5. **PRIVATE AND CONFIDENTIAL AGENDA**

The Committee moved In-Camera to discuss the private and confidential agenda. Subsequently, the Committee moved Out-of-Camera.

The Committee approved the following recommendation:

A. (a) (i) That an Option to Purchase, duly executed by Jawee Enterprises Inc. (Darvin Puhl, Director), on 1997 August 14 and scheduled to close on or before 1997 September 26, for the lands composed of part of Lot 27, Concession 1, in the former Township of Saltfleet, now in the City of Hamilton, being municipally known as part of 337 Centennial Parkway North, Hamilton and comprising an area of 188 square metres (2,023.68 square feet), more or less, as shown on Schedule "A" attached to the agreement, be approved and completed at the purchase price of $16,200; and,

(ii) That the Finance and Administration Committee be requested to determine the method of financing; and,

(iii) That the Option to Purchase be subject to the following conditions:

(1) the City shall maintain vehicular egress and ingress to 337 and 347 Centennial Parkway North at all times during construction including the 30 foot right of way along the easterly boundary of 337 Centennial Parkway North; and,

(2) the City shall, at its own expense change the location of the easterly entrance and remove secondary entrance to the Owner's property as to be determined by the owner and located on a plan to be submitted to the Regional Roads Division prior to the closing of this transaction. Entrance will be heavy grade asphalt to gate; and,

(3) the City shall, at its own expense replace the entire chain link fence and gates running along the southerly boundary of the Owner's property with a new chain link fence and rolling gate of equal or better quality than the present fence and gates and if required provide a recessed area to be determined by the owner and located on a plan to be submitted to the Regional Roads Division prior to the closing of this transaction so as to provide safe ingress and egress for the Owner's vehicles; and,

(4) that the Owner shall execute an Authority to Enter document in the City's form prior to the closing of this transaction allowing the City to enter onto his lands for the purpose of replacing the existing fence and gates and other construction related to this road widening project; and,

(5) the City shall, at its own expense, plant trees on existing boulevard; and,

(6) the Owner shall obtain an executed Release of Right-of-Way document (Instrument No. 220887HL) to be approved by the City and satisfactory to the City Solicitor prior to the closing of this transaction, from the owners of the adjacent lands at 347 Centennial Parkway; and,

(iii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor; and,

(b) That an Authority to Enter, duly executed by Jawee Enterprises Inc. (Darvin Puhl, President) on 1997 August 14 to permit entry by the City on the private property known municipally as 337 Centennial Parkway North, being part of Lot 27, Concession 1, formerly in the Township of Saltfleet, now in the City of Hamilton, more specifically being approximately a 12 metre (40 foot), more or less, to 21.55 metres (70 feet), more or less, strip of land along the southerly limit of 337 Centennial Parkway North as shown highlighted on Schedule "A" attached to the agreement for the purposes of the installation of a chain link fence and gate, the location of which is to be determined by the owner and other construction related work associated with the Arrowsmith Road widening project.

B. The Committee approved the following recommendation:

(a) That the City grant an easement to the Region to install sewer & water lines within land dedicated to the City by the St. Elizabeth Home Society for Garth Street, (south of Rymal Road). This land is part of lot 3, concession 1, geographic township of Glanford, designated as Part 2, on reference plan 62R-5470; and,

(b) That the Mayor and City Clerk be authorized to execute the easement to the Region in a form satisfactory to the City Solicitor; and,

(c) That in compliance with the City's Real Property Sales Procedural By-law No. 95-49, it is hereby affirmed:

(i) the said proposed easement to the Region is declared surplus to the requirements of the City; and,

(ii) Notice of sale of the said easement is sufficiently given by inclusion of this easement sale in the Agenda of the Council meeting held to consider this recommendation; and,

(iii) an appraisal of the value of the said easement to the Region is not required because the easement is being sold to a regional municipality, namely The Regional Municipality of Hamilton-Wentworth; and,

(iv) the City Clerk be hereby authorized to execute a Certificate of Compliance in accordance with the Real Property Sales Procedural By-law for purposes of the said transfer of easement to the Region.

6. **OTHER BUSINESS**

Maple Leaf Meats - Brockley Drive

Alderman Collins distributed a letter to the Committee dated 1997 August 5 respecting the subject matter. Following brief discussion, the Committee agreed that this item be placed on the next Committee agenda and that a staff report be prepared. The Committee further directed that representatives of the MOEE, Maple Leaf Meats and area residents be invited/requested to attend.

7. **ADJOURNMENT**

There being no further business, the meeting adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1997 August 18

/mjw

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 11
File No. TEC-194-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Gledhill Crescent - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north and east sides of Gledhill Crescent commencing at a point 53 feet east of the east curb line of Gledhill Crescent and extending to a point 53 feet north of the north curb line of Gledhill Crescent, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

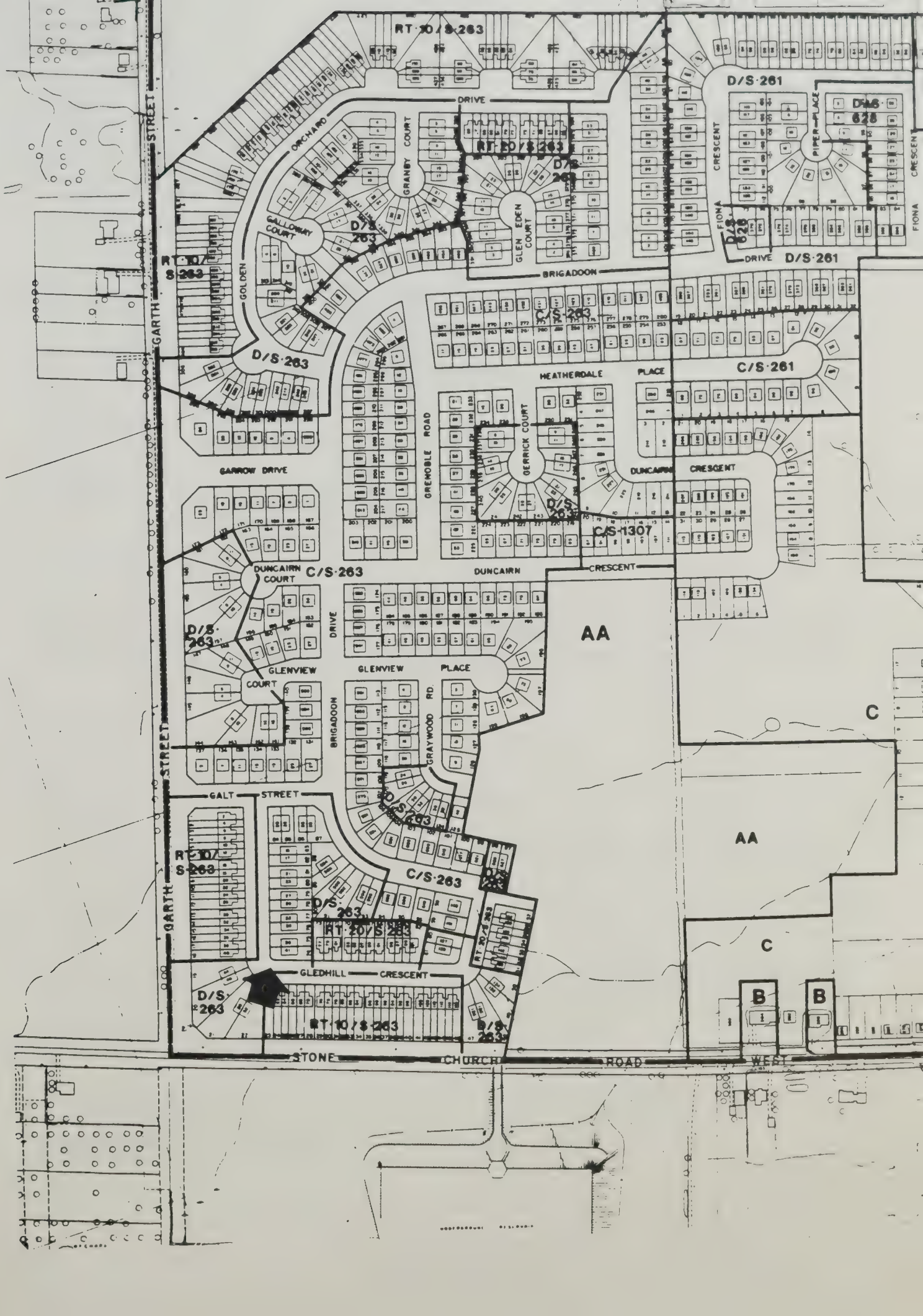
BACKGROUND:

Staff has received a request from Mr. James Willock, 95 Gledhill Crescent, that a "No Parking" regulation be implemented on the north and east sides of Gledhill, adjacent to No. 41 Gledhill Crescent, to assist motorists in negotiating the 90 degree turn in the roadway and to improve visibility at this location.

Gledhill has a 27-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff has confirmed that parked vehicles in this area do obstruct two-way traffic flow and visibility to some degree. Staff has contacted Ms. Williams, No. 41 Gledhill Crescent, and has been advised that she supports the implementation of the requested regulation adjacent to her home.

The implementation of the requested regulation would result in the loss of only one legal on-street parking space. However, since parking would be permitted on both sides of the street for the remainder of the block and since all residents on this street have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg


RT-10/S-263
DRIVE
ORCHARD
GRANDY COURT
GALLOWAY COURT
GLEN EDEN COURT
BRIGADOON
GOLDEN
GARTH STREET
D/S-263
RT-10/S-263
D/S-261
CRESCENT
PIPER PLACE
FIONA
DRIVE
C/S-263
C/S-261
HEATHERDALE
PLACE
GERRICK COURT
GREMOBLE ROAD
GARROW DRIVE
DUNCAIRN
CRESCENT
C/S-1307
DUNCAIRN COURT
GLENVIEW
COURT
PLACE
GRAYWOOD RD.
AA
C
GALT
STREET
GLEDHILL
CRESCENT
B
STONE
CHURCH
ROAD
WEST

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 23
File No. TEC-153-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 5 Lyndhurst Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of Lyndhurst Street commencing at a point 51 feet north of the south end of Lyndhurst Street and extending to a point 23 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

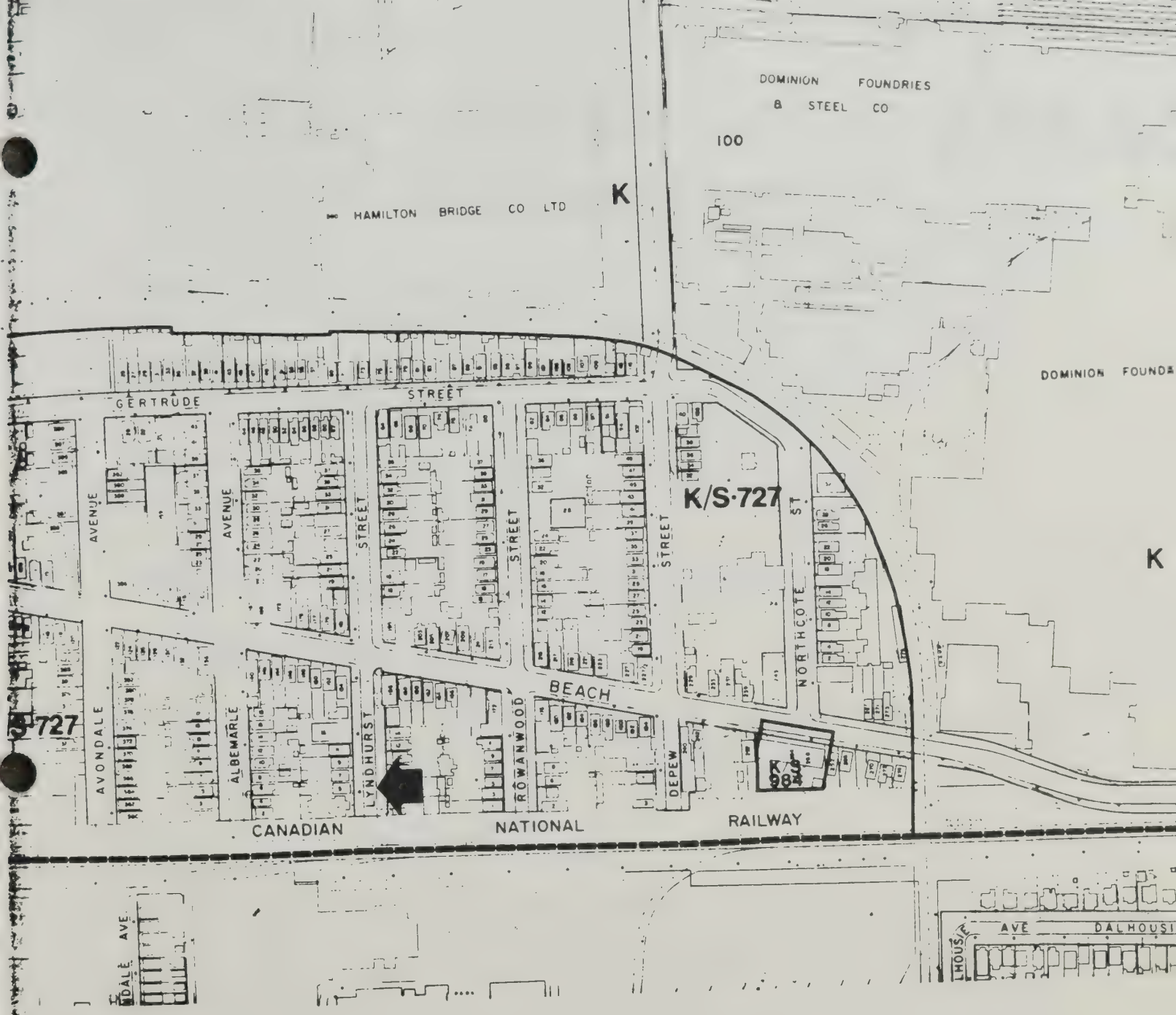
Staff has received concerns from several area residents that the resident, Mr. John Day, No. 5 Lyndhurst Street, no longer resides at this address and that the existing "Permit Parking" regulation on the west side of the street directly in front of No. 5 Lyndhurst Street designated for his use should be removed.

City Council at the 1993 June 29 meeting approved the request from Mr. John Day, No. 5 Lyndhurst Street, that a reserved "Permit Parking" space be implemented on the west side of the street in front of his sister's home since he is disabled.

Staff contacted Mr. Day earlier this year regarding this matter and was advised that he resides at his sister's home at No. 5 Lyndhurst Street on a "part-time" basis. Recently, staff has made several attempts by telephone to contact Mr. Day, but has been unsuccessful. Also, Mr. Day has not renewed his permit for this year. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one on-street parking space to the west side of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/kg


DOMINION FOUNDRIES & STEEL CO
100
HAMILTON BRIDGE CO LTD
K
GERTRUDE STREET
AVENUE
AVENUE
STREET
STREET
STREET
K/S-727
ST
NORTHCOTE
K
AVONDALE
ALBEMARLE
LYNDHURST
ROWANWOOD
BEACH
DEPEW
K/S-984
CANADIAN NATIONAL RAILWAY
DALE AVE
AVE

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 November 12
File No. TEC-166-96 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 23 Brant Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Brant Street commencing at a point 53 feet west of Niagara Street and extending to a point 16 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

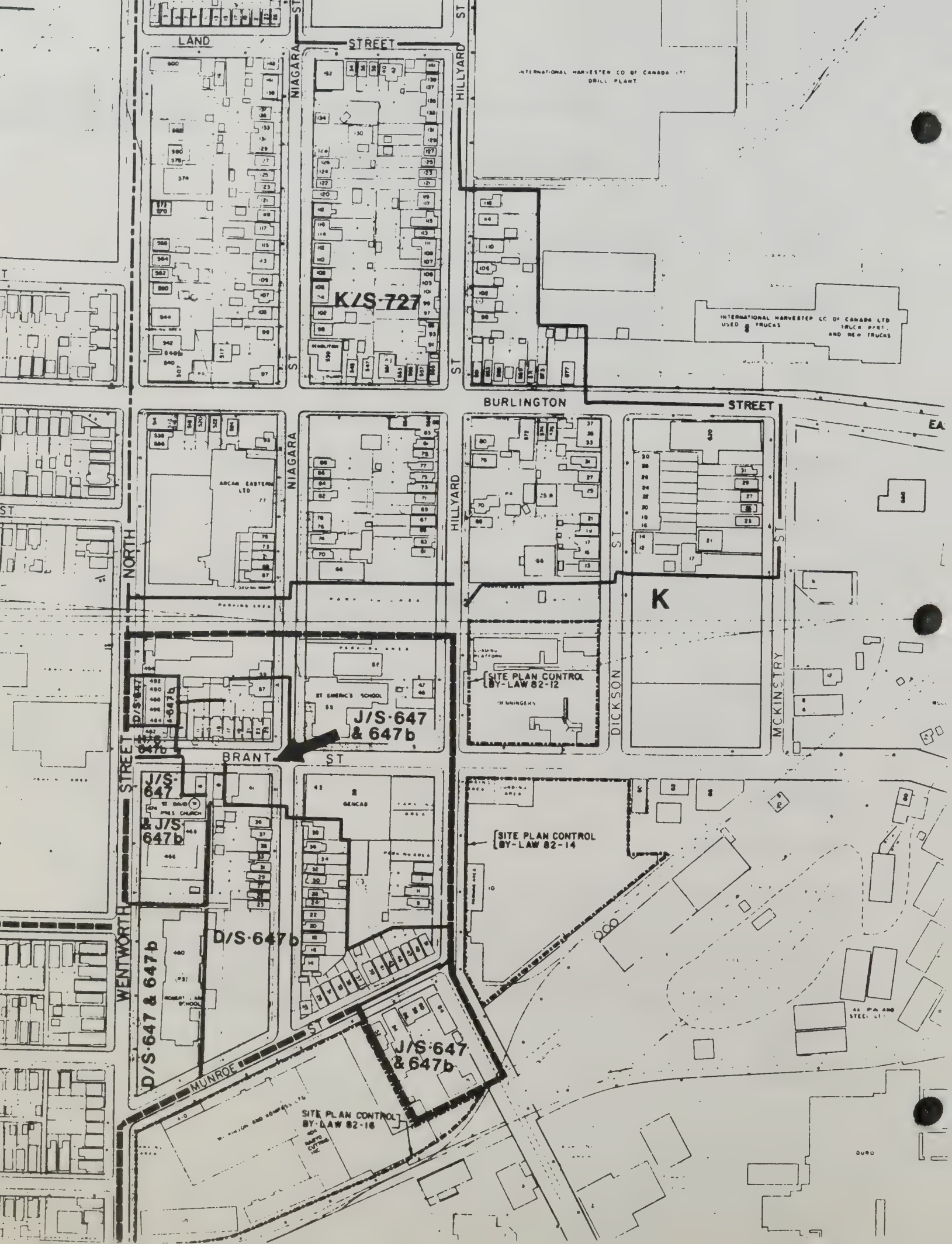
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from an area resident, that the existing "Permit Parking" regulation on the west side of the street opposite 23 Brant Street be removed, since the resident for whom the regulation was implemented, Mrs. Linda Rooney, has moved away. The removal of the subject regulation will restore one on-street parking space to the south side of the street, which is governed by a part time parking prohibition to facilitate street maintenance. Staff has confirmed that Mrs. Rooney no longer resides at 23 Brant Street and therefore concurs with the request.

CVB/MBH


LAND STREET
NIAGARA ST
HILLYARD ST
INTERNATIONAL HARVESTER CO OF CANADA LTD
DRILL PLANT
K/S-727
INTERNATIONAL HARVESTER CO OF CANADA LTD
USED TRUCKS
TRUCK PART
AND NEW TRUCKS
BURLINGTON STREET
NORTH STREET
ARCAN EASTERN LTD
ST EMERIC'S SCHOOL
J/S-647 & 647b
SITE PLAN CONTROL BY-LAW 82-12
DICKSON ST
MCKINSTRY ST
K
BRANT ST
J/S-647 & J/S 647b
D/S-647b
SITE PLAN CONTROL BY-LAW 82-14
WENTWORTH STREET
D/S-647 & 647b
MUNROE ST
J/S-647 & 647b
SITE PLAN CONTROL BY-LAW 82-16

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 25
File No. TEC-167-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 35 1/2 Primrose Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Primrose Avenue commencing at a point 124 feet east of Avondale Street and extending to a point 15 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issued one parking permit to Mr. Qureshi, No. 35 1/2 Primrose Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

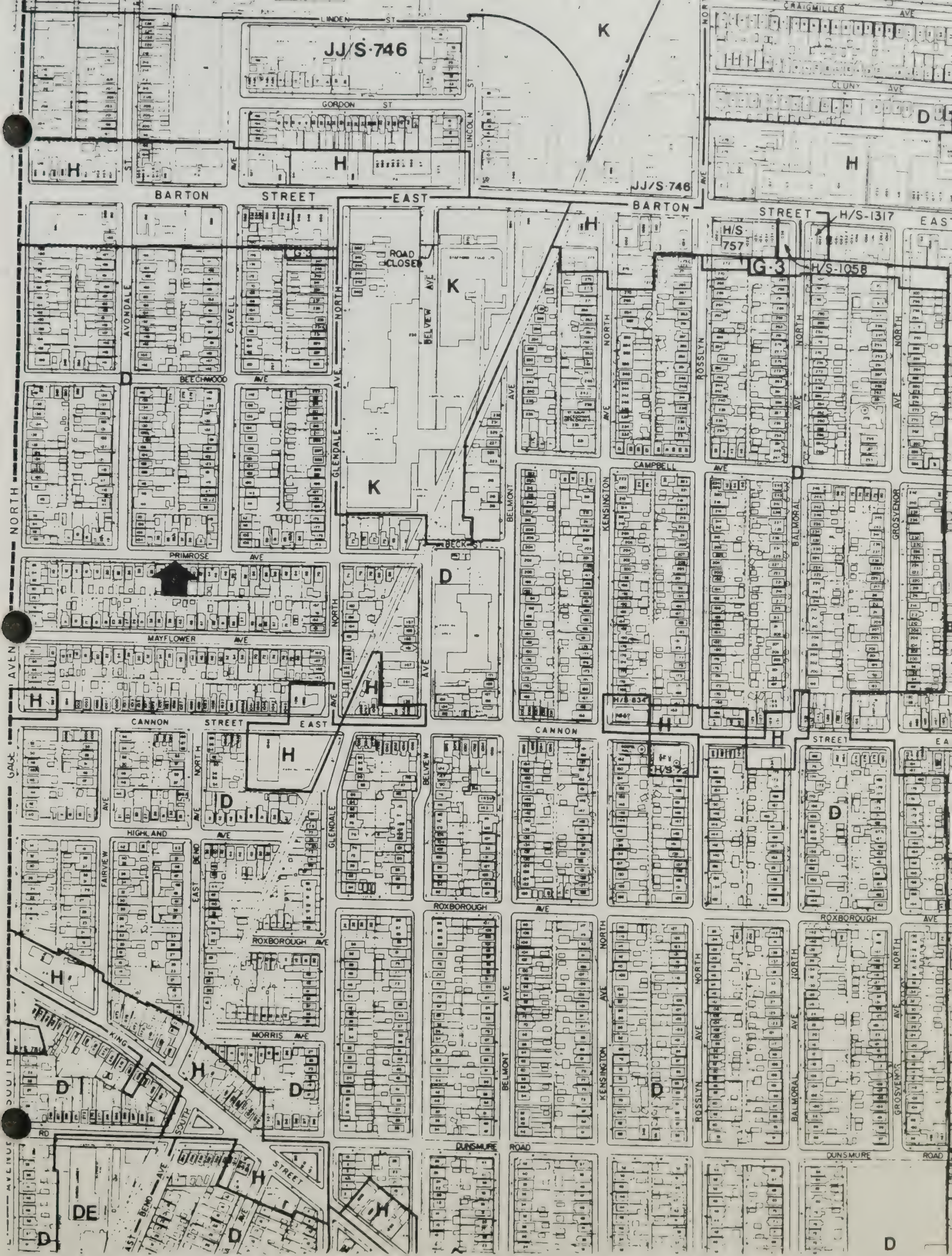
Staff has received a request from Mr. Qureshi, 35 1/2 Primrose Avenue, that a reserved "Permit Parking" space be implemented on the north side of Primrose directly in front of his home since he is disabled.

Primrose has a 27-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved "Permit

Parking" space on a year round basis. However, Mr. Qureshi has advised that he requires the space on the north side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the south side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Qureshi possesses a valid permit. An investigation has revealed that there is no suitable parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


JJ/S-746
LINDEN ST
GORDON ST
LINCOLN ST
CRAIGMILLER AVE
CLUNY AVE
BARTON STREET EAST
BARTON STREET
H/S-1317
H/S 757
G-3
H/S-105B
ROAD CLOSED
BELVIEW AVE
GLENDALE AVE
AVONDALE AVE
CAVELL AVE NORTH
BEECHWOOD AVE
PRIMROSE AVE
MAYFLOWER AVE
BECK ST
CAMPBELL AVE
KENSINGTON AVE NORTH
BELMONT AVE
ROSSLYN AVE NORTH
BALMORAL AVE NORTH
GROSVENOR AVE NORTH
CANNON STREET EAST
CANNON STREET
HIGHLAND AVE
FAIRVIEW AVE
EAST BEND AVE
ROXBOROUGH AVE
MORRIS AVE
KING ST
SOUTH RD
DUNSMURE ROAD
STREET AVE
DE

2(B)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 10
File No. TEC-168-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Nos. 72 and 78 Tom Street - Request for a Reserved "Permit Parking" Space for Disabled Residents

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Tom Street commencing at a point 129 feet west of Dundurn Street North and extending to a point 20 feet westerly therefrom, and on the north side of Tom Street commencing at a point 176 feet west of Dundurn Street North and extending to a point 18 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to both Mr. William King, No. 72 Tom Street and Ms. Denise Doyle, No. 78 Tom Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. William King, tenant of No. 72 Tom Street, and Ms. Denise Doyle, No. 78 Tom Street, that a reserved "Permit Parking" space be implemented on the north side of Tom Street in front of each of their homes, since they are disabled.

Tom has a 27-foot pavement width, and presently, there is unrestricted parking on the north side and a "No Parking" regulation on the south side of the street in this area.

Staff has confirmed that both Mr. King and Ms. Doyle meet the requirements of the City Council approved policy. Staff has been advised that Mr. M. Harrison, owner of No. 72 Tom Street, supports the implementation of a "Permit Parking" space directly in front of his property for use by his tenant, Mr. King. Therefore, staff concurs with these requests.

CVB/MBH/kg


A/S-739
A/S-569
A/S-450
D/S-450
JONES STREET
TOM STREET
FLORENCE STREET
LOCHEARNE STREET
SUNSET AVENUE
BAKER STREET
HUNT STREET
LAMOREAUX STREET
HEAD STREET
WEST STREET
BARTON STREET
KINNELL ST
YORK STREET
TECUMSEH STREET
NORTH DEVONPORT STREET
INCHBURY STREET
BREADALBANE STREET
DUNDURN STREET
STRATHCONA AVENUE
LOCKE STREET
MORDEN STREET
NAPIER STREET
PEEL STREET
KING STREET
GEORGE STREET
EDISON ST
MARGARET AVENUE
BUFFALO RAILWAY
SITE PLAN CONTROL BY-LAW 81-107
SITE PLAN CONTROL BY-LAW 80-03
SITE PLAN CONTROL BY-LAW 80-120
SITE PLAN CONTROL BY-LAW 87-154
H/S 743
H/S 748
H/S 481
H/S 745
H/S 863
H/S 808
H/S 630
H/S 555
H/S 700
H/S 744
H/S 1019
E-3/S-866
G-3/S-898
CR-2
G-3

Z(BX)(F

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 26
File No. TEC-169-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 290 Grosvenor Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Grosvenor Avenue North commencing at a point 294 feet south of Barton Street East and extending to a point 30 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Gerald Metcalf, 290 Grosvenor Avenue North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

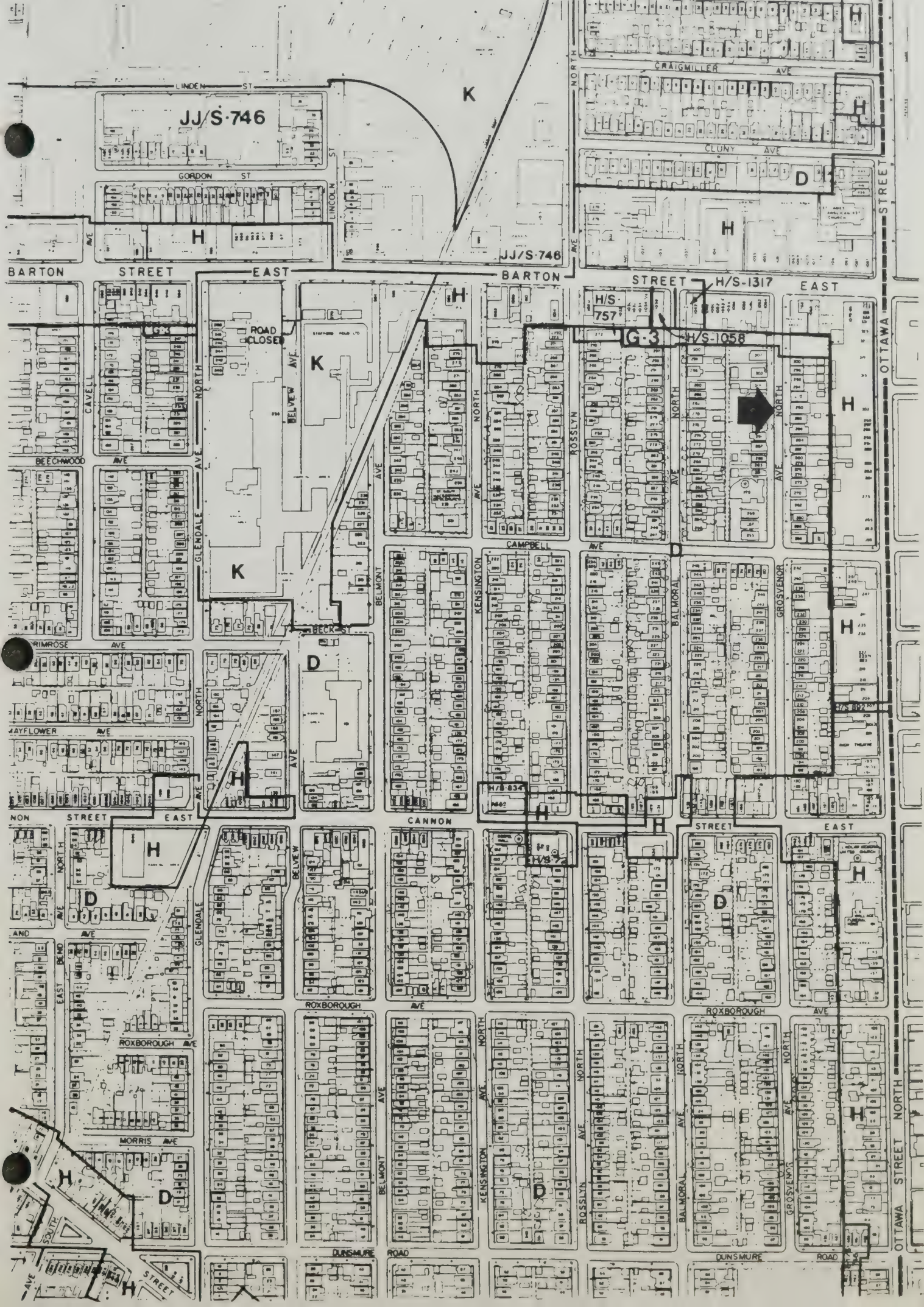
BACKGROUND:

Staff has received a request from Mr. Gerald Metcalf, 290 Grosvenor Avenue North, that a reserved "Permit Parking" space be designated on the east side of the street directly in front of his home since he is disabled.

Grosvenor has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Mr. Metcalf has advised that he requires a space on his side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on the east side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Metcalf possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


JJ/S-746
JJ/S-746
LINDEN ST
GORDON ST
LINCOLN ST
BARTON STREET EAST
BARTON STREET EAST
CRAIGMILLER AVE
CLUNY AVE
NORTH STREET
H/S-1317
H/S-1058
H/S 757
G-3
ROAD CLOSED
BELVIEW AVE
CAVELL AVE NORTH
BEECHWOOD AVE
GLENDALE AVE
BECK ST
BELMONT AVE
ROSSLYN AVE NORTH
KENSINGTON AVE
CAMPBELL AVE
BALMORAL AVE NORTH
GROSVENOR AVE
OTTAWA STREET NORTH
PRIMROSE AVE
MAYFLOWER AVE
CANNON STREET EAST
ROXBOROUGH AVE
MORRIS AVE
DUNSMURE ROAD
H/S-834

2(B)(i)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 26
File No. TEC-170-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 57 MacAuley Street West - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of MacAuley Street West commencing at a point 269 feet west of MacNab Street North and extending to a point 16 feet westerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

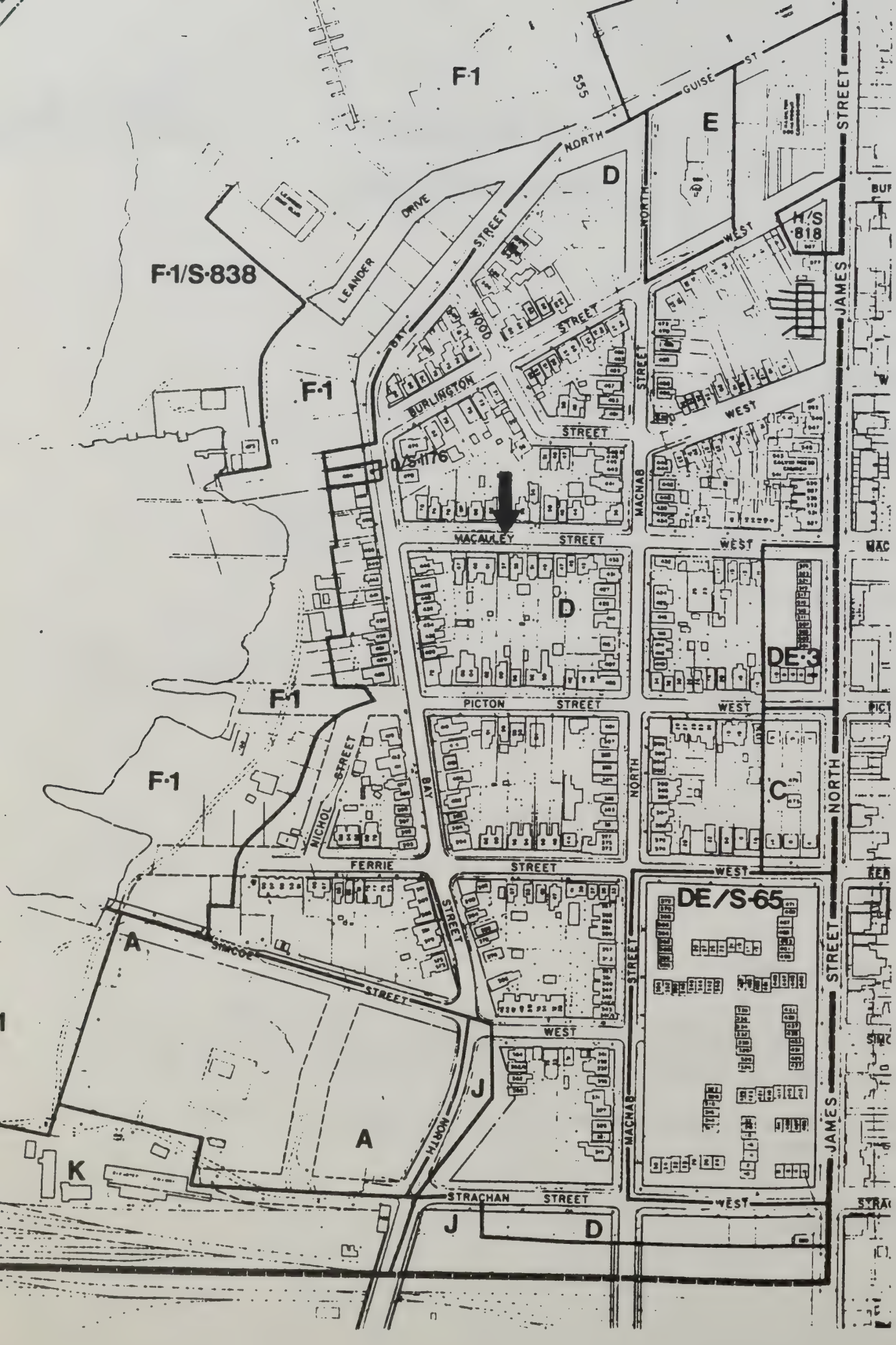
Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Ms. Paula Fernandes, 57 MacAuley Street West, that the existing "Permit Parking" regulation on the south side of the street in front of her home be removed since she is moving. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street space to the south side of the street.

CVB/MBH/kg


F-1
555
GUISE ST
NORTH
STREET
E
D
H/S 818
F-1/S-838
LEANDER
DRIVE
BAY
WOOD
STREET
JAMES
WEST
BURLINGTON
STREET
MACNAB
D/611/76
MACAULEY
STREET
D
DE-3
PICTON
STREET
NICHOL
STREET
BAY
NORTH
C
FERRIE
STREET
DE/S-65
A
SIMCOE
STREET
J
A
K
NORTH
STRACHAN
STREET
J
D

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 26
File No. TEC-171-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Gladstone Avenue between Main Street East and Delaware Avenue - Parking Regulations

RECOMMENDATION:

That the existing by-law entry allowing for an "Alternate Side Parking" regulation on Gladstone Avenue between Main Street East and Delaware Avenue be rescinded and that the existing "No Parking" regulation on the west side and the "Two Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation on the east side of Gladstone Avenue between Main Street East and Delaware Avenue be reinstated, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

No cost would be incurred as the signs are not presently in place.

BACKGROUND:

For many years prior to 1996, parking on Gladstone was controlled with an "Alternate Side Parking" regulation. However, in the fall of last year, staff received a petition to replace the "Alternate Side Parking" regulation with a "Two Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation on the east side and a "No Parking" regulation on the west side of the street between Main and Delaware. The residents requested this change since there were only 21 parking spaces on the west side and 29 spaces on the east side. Council approved this request on 1996 September 24, and the signs were changed shortly thereafter.

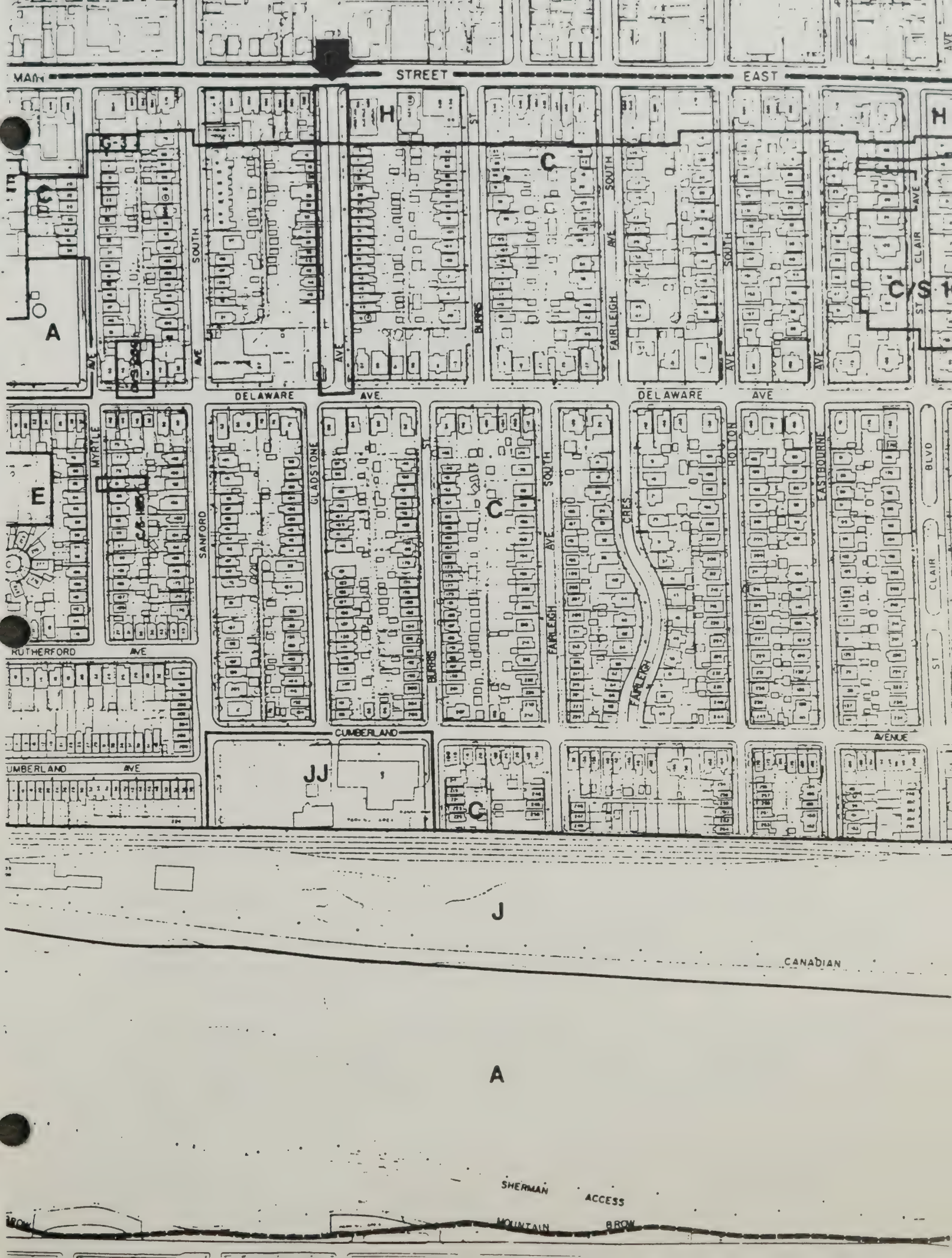
Staff subsequently received a second petition which was sufficiently signed, and City Council, at its meeting held on 1997 March 11, approved a request to change the parking regulations back to the "Alternate Side Parking" regulation.

Subsequently, the Ward Aldermen and staff received several concerns from abutting residents regarding the petitions as some of the residents had signed both petitions and therefore, the matter was put on hold.

On 1997 June 20, staff sent out a questionnaire to the residents abutting Gladstone between Main and Delaware, in order to clarify the residents' view on parking. The responses to the questionnaires indicate that 70 percent of the abutting residents are in favour of keeping the existing "No Parking" regulation on the west side, and "Two Hour Parking Time Limit" regulation on the east side. Residents were advised that any questionnaires not returned by 1997 July 11, would be considered as in favour of keeping the parking regulations as they are today. It should be noted that 22 of the 37 questionnaires sent out were not returned, and thus, considered to be in support of the existing regulations.

Therefore, since 70 percent of the abutting residents support keeping the existing regulations, staff concurs with the request and recommends that the by-law entry approved by City Council on 1997 March 11, to restore the "Alternate Side Parking" regulation to the street, be rescinded.

CVB/MBH/kg


MAIN
STREET
EAST
H
C
A
SOUTH
AVE
BURNS
ST
FAIRLEIGH
AVE
DELAWARE
AVE
C/S
CLAIR
ST
AVE
E
MYRTLE
SANFORD
GLADSTONE
C
SOUTH
AVE
FAIRLEIGH
CRES
FAIRLEIGH
HOLTON
EASTBOURNE
BLVD
CLAIR
ST
AVENUE
RUTHERFORD
AVE
CUMBERLAND
JJ
C
J
CANADIAN
A
SHERMAN
ACCESS
MOUNTAIN
BROW

2(B)(i)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 27
File No. TEC-172-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 37 Francis Street - Request to Modify the Existing Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Francis Street which commences at a point 106 feet west of Douglas Street and extends to a point 17 feet westerly therefrom be revised such that the regulation commences at a point 106 feet west of Douglas Street and extends to a point 20 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

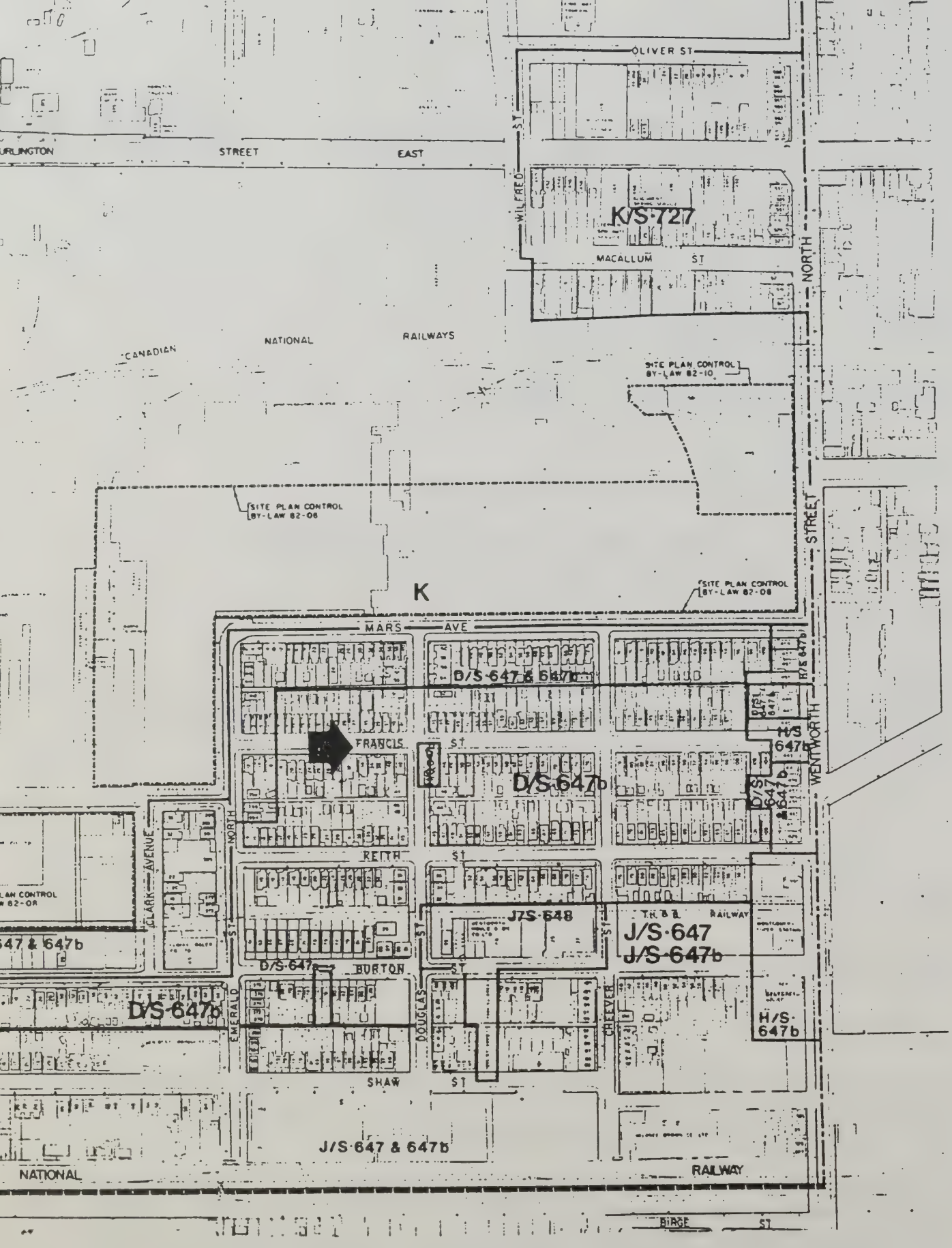
Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Christopher, 37 Francis Street, that the existing reserved "Permit Parking" space on the south side of the street across from his home, designated for their use, be extended as the existing space cannot accommodate their new vehicle.

An investigation has revealed that the designated space could be extended three feet westerly, however, it would result in the space being partially in front of No. 32 Francis Street. Staff has been advised by Mr. Brad Harper, No. 32 Francis Street, that he supports extending the reserved "Permit Parking" space to be partially in front of his home. Therefore, staff concurs with the request.

CVB/MBH/smg


OLIVER ST
WILFRED ST
K/S-727
MACALLUM ST
NORTH
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
H/S 647b
WENTWORTH STREET
REITH ST
CLARK AVENUE
NORTH
J/S-648
T.H.&B. RAILWAY
J/S-647
J/S-647b
D/S-647
BURTON ST
D/S-647b
EMERALD
DOUGLAS
CREEVER
H/S-647b
SHAW ST
J/S-647 & 647b
NATIONAL RAILWAY
BIRGE ST

2(8)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 27
File No. TEC-173-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Douglas Street between Burton Street and the TH&B Railway Tracks - Parking Regulations

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Douglas Street between Burton Street and the TH&B Railway tracks, and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to both No. 25 Douglas Street and No. 91 Burton Street (to a maximum of two) on a first come first served basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

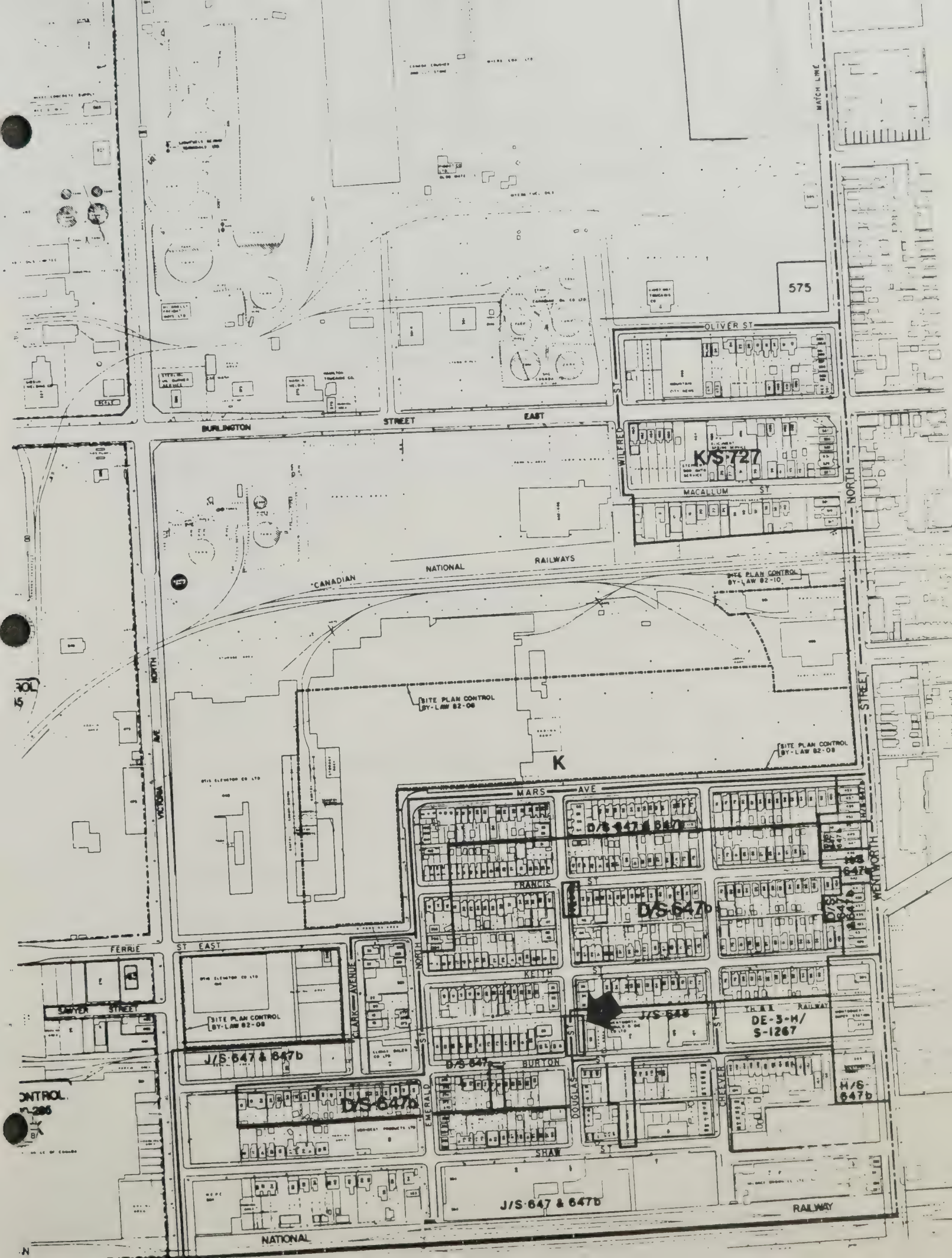
BACKGROUND:

Staff has received a petition signed by representatives of one of the two residential properties abutting Douglas between Burton and the TH&B railway tracks requesting that a "Permit Parking" regulation be implemented on the west side of the street in this section of the block.

Douglas has a 24 foot pavement width, and presently, there is unrestricted parking on the west side and a "No Stopping" regulation on the east side of the street in this section of the block. The resident who circulated the petition has expressed concern regarding long-term parking by residents who do not reside on Douglas. The implementation of the requested regulation would prohibit non-resident parking and abutting residents of the street may be entitled to purchase a permit at a cost of $24. (plus G.S.T.) each year to exempt their vehicle from the "Permit Parking" regulation.

An investigation has revealed that there are two legal parking spaces on the west side of the street in this section. However, staff has been advised that only one permit is required by No. 25 Douglas Street and that No. 91 Burton Street is presently vacant. Thus, the demand for permits does not exceed the number of on-street parking spaces, and therefore, staff concurs with the request.

CVB/MBH/kg


575
OLIVER ST
BURLINGTON STREET EAST
K/S-727
MACALLUM ST
NORTH WILFRED ST
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
K
MARS AVE
FRANCIS ST
D/S-647b
KEITH ST
J/S-648
DE-3-H/ S-1267
FERRIE ST EAST
CLARK AVENUE NORTH
J/S-647 & 647b
D/S-647c
BURTON
D/S-647b
EMERALD
DOUGLAS
CHEVER
SHAW
H/S-647b
J/S-647 & 647b
NATIONAL RAILWAY
VICTORIA AVE NORTH
WENTWORTH STREET NORTH

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 28
File No. TEC-175-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Weir Street North, north of Barton Street East - Parking Regulations

RECOMMENDATION:

That a "Three Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation be implemented on the west side of Weir Street North commencing at Barton Street East and extending to a point 113 feet northerly therefrom, and the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

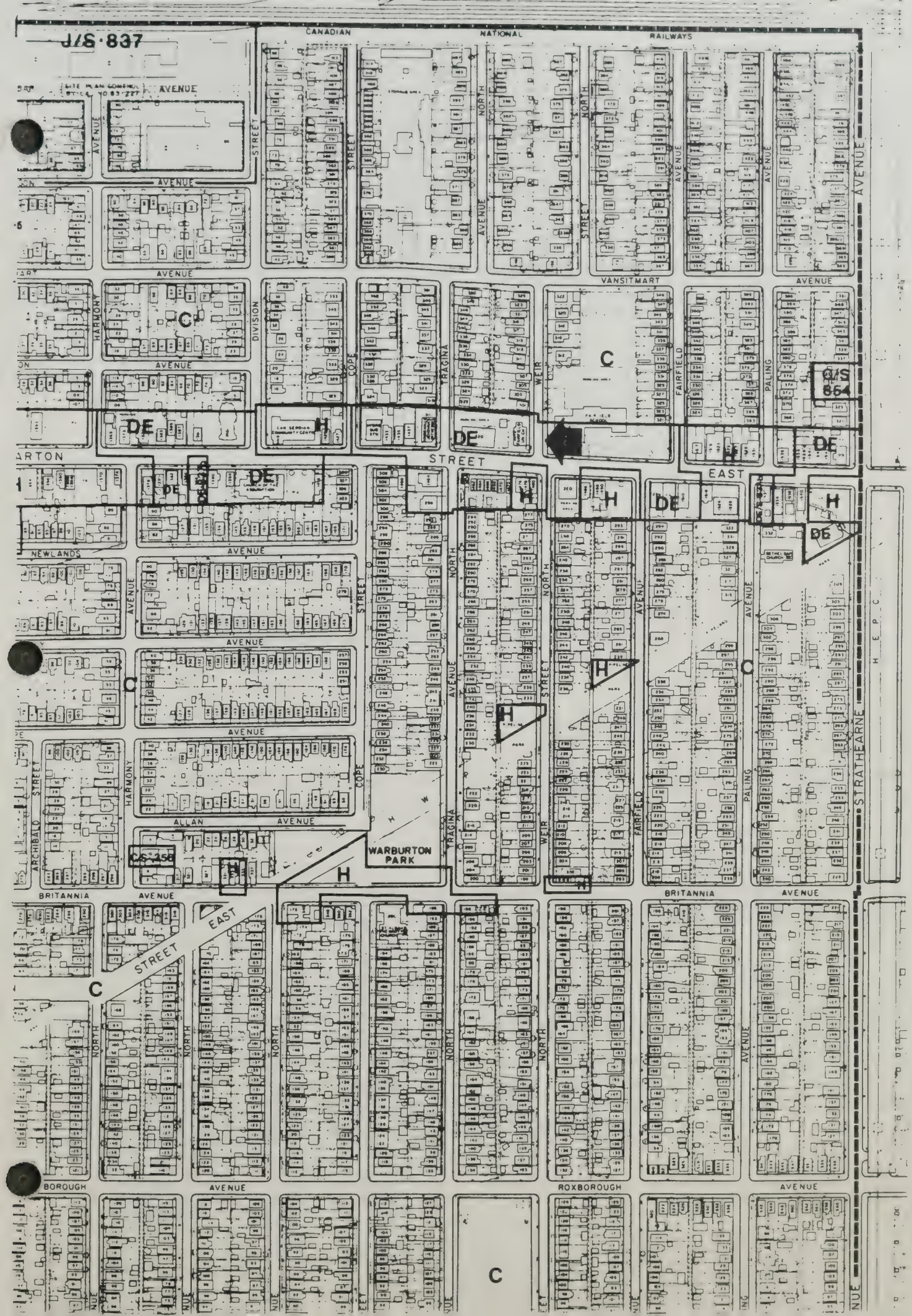
BACKGROUND:

Staff has received a request from Reverend Mark Tennant, Living Water Ministries, 1475 Barton Street East, that a "Three Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation be implemented on the west side of Weir adjacent to the church property. Reverend Tennant expressed concern regarding parking difficulties for staff and visitors to the church created by the long-term parking in this area.

Weir has a 28 foot pavement width, and presently, there is unrestricted parking on the west side and a "No Parking" regulation on the east side of the street in this area. The implementation of the requested time limit regulation adjacent to the church property would prohibit long-term non-resident parking.

There is unrestricted parking on the west side of the street for the remainder of the block, and since area time limit permit holders would be exempt from the time limit regulation in this block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg


J/8·837
CANADIAN NATIONAL RAILWAYS
AVENUE
STREET
NORTH
VANSITMART
HARMONY
DIVISION
COPE
TRAGINA
WEIR
FAIRFIELD
PALING
STRATHEARNE
H.E.P.C.
EAST
NEWLANDS
ALLAN
ARCHIBALD
WARBURTON PARK
BRITANNIA
BOROUGH
ROXBOROUGH
C
DE
H

2(B)(i)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 28
File No. TEC-177-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: 126 Ivon Avenue - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the east side of Ivon Avenue commencing at Roxborough Avenue and extending to a point 40 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

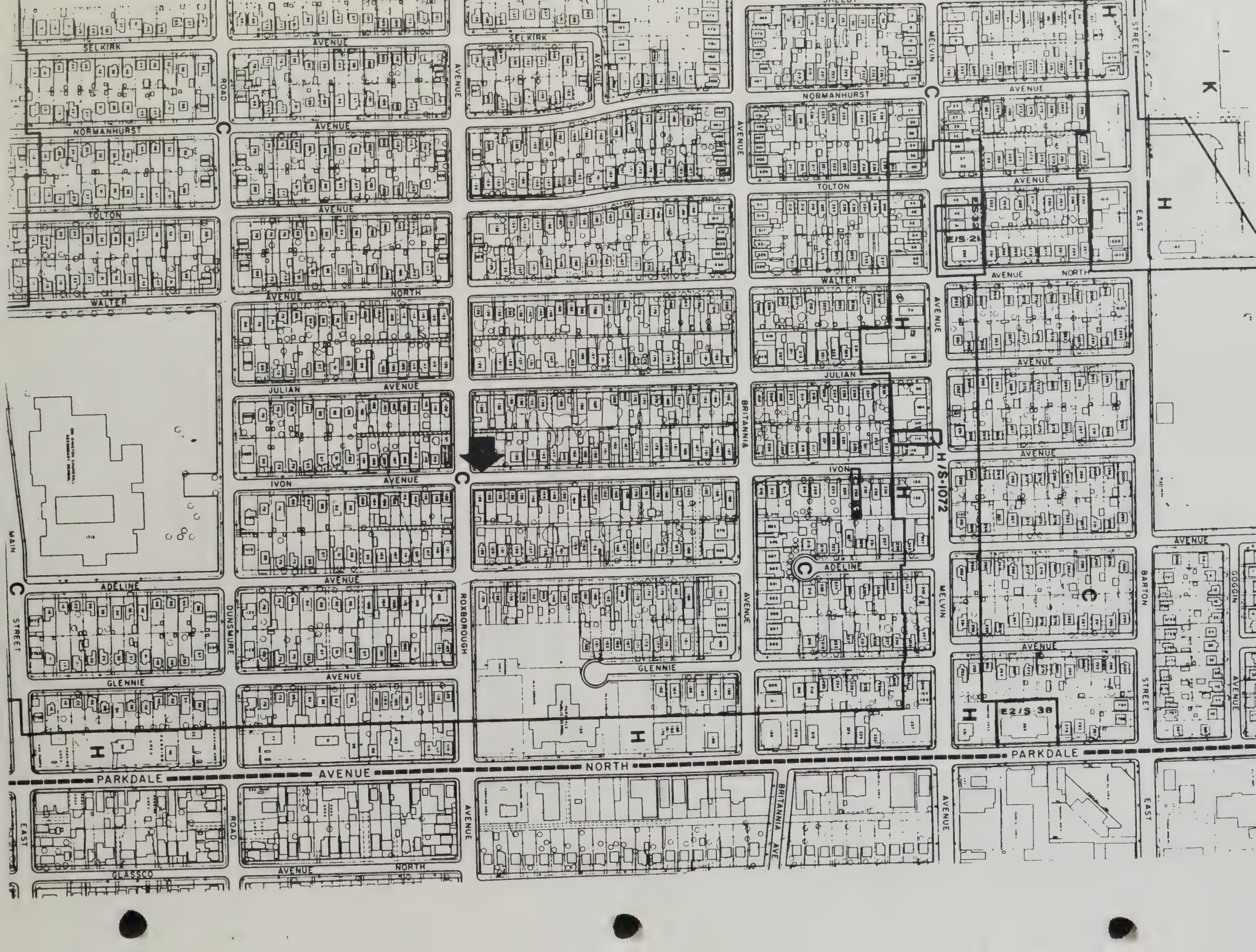
Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Wong, owner of M & V Food & Variety, 126 Ivon Avenue, that a "No Parking" loading zone be implemented on the east side of Ivon adjacent to his business.

Ivon has a 30-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The implementation of the requested regulation would result in the loss of only one on-street parking space from the 16th to the last day of each month April to November, under the existing "Alternate Side Parking" regulation directly in front of the subject business. However, since on-street parking is permitted under the existing "Alternate Side Parking" regulation for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg


SELKIRK AVENUE
NORMANHURST ROAD
TOLTON AVENUE
WALTER AVENUE
JULIAN AVENUE
IVON AVENUE
ADELINE STREET
GLENNIE AVENUE
PARKDALE AVENUE NORTH
GLASSCO ROAD EAST
MAIN STREET
ROXBOROUGH AVENUE
DUNSMURE AVENUE
BRITANNIA AVENUE
MELVIN AVENUE
BARTON STREET EAST
GOGGIN AVENUE
H/S-1072
E1/S-21
E2/S-38

2(BXi)(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 2
File No. TEC-179-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 128 Ontario Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Ontario Avenue commencing at a point 150 feet south of Stinson Street and extending to a point 24 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. James Beauchamp, 128 Ontario Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

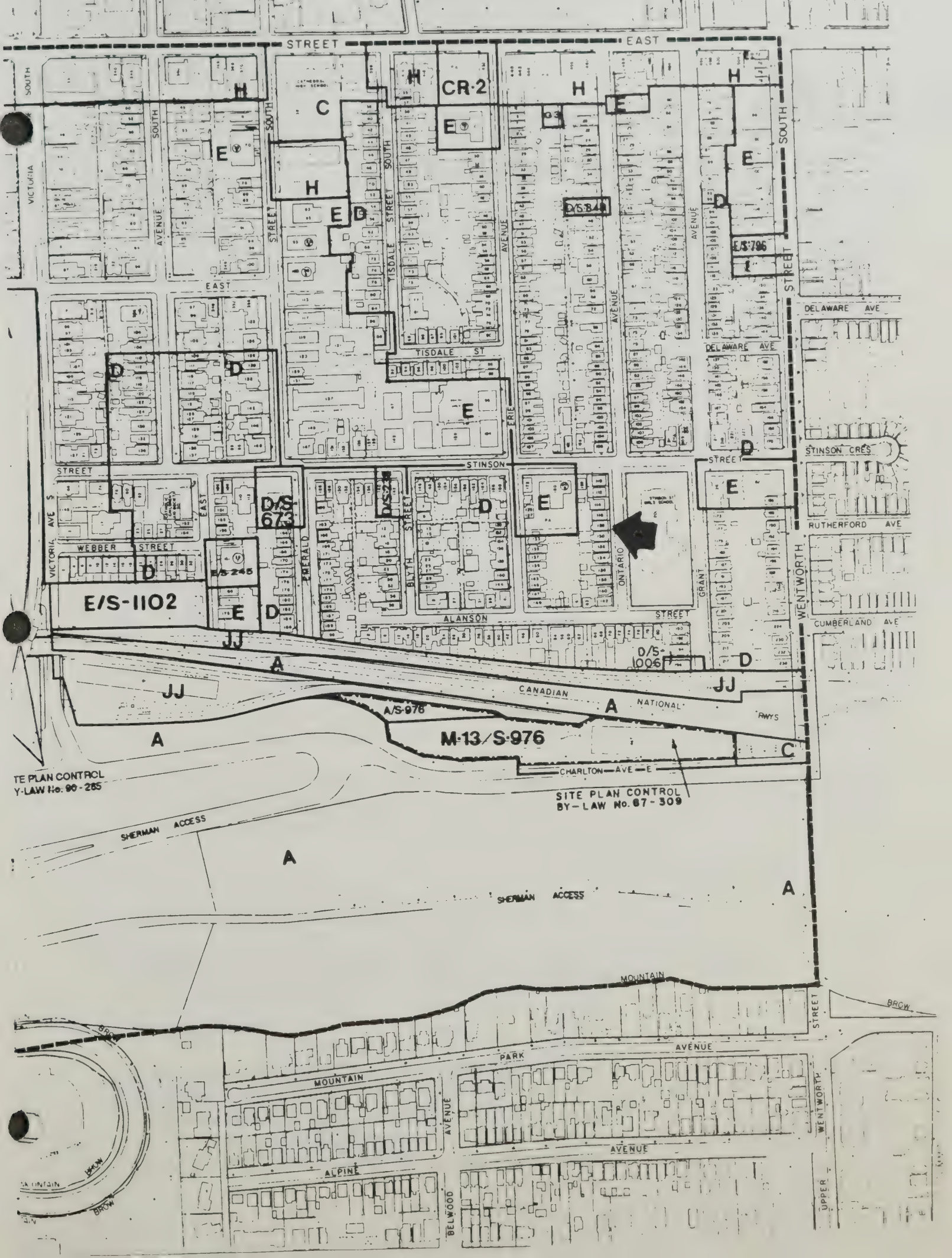
BACKGROUND:

Staff has received a request from Mr. Beauchamp, 128 Ontario Avenue, that a reserved "Permit Parking" space be implemented on the west side of Ontario in front of his home since he is disabled.

Ontario has a 24-foot pavement width, and presently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side and unrestricted parking on the west side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Beauchamp possesses a valid permit and further investigation has revealed that there is no suitable alternative parking area available on private property. Therefore staff concurs with the request.

CVB/MBH/kg


STREET
EAST
SOUTH
VICTORIA
AVENUE
STREET
EAST
TISDALE ST
TISDALE
STREET
SOUTH
ERIE
AVENUE
DELAWARE AVE
STINSON CRES
STINSON
STREET
WEBBER
STREET
EAST
VICTORIA AVE S
EMERALD
BLYTH
STREET
ONTARIO
GRANT
STREET
WENTWORTH
STREET
RUTHERFORD AVE
CUMBERLAND AVE
ALANSON
STREET
CANADIAN
NATIONAL
RWYS
CHARLTON AVE E
SHERMAN ACCESS
MOUNTAIN
BROW
PARK
AVENUE
ALPINE
BELWOOD
AVENUE
UPPER
WENTWORTH
STREET
CR-2
D/S-673
E/S-1102
E/S-245
D/S-1006
A/S-976
M-13/S-976
SITE PLAN CONTROL
BY-LAW No. 87-309
TE PLAN CONTROL
Y-LAW No. 90-285

2(B)(i)(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 2
File No. TEC-180-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Colbourne Street between Park Street North and Bay Street North - Parking Regulations

RECOMMENDATION:

(a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Colbourne Street between Park Street North and Bay Street North be shortened such that the regulation commences at Park Street North and extends to a point 130 feet east of Bay Street North; and

(b) That a "Permit Parking" regulation be implemented on the south side of Colbourne Street commencing at a point 47 feet east of Bay Street North and extending to a point 83 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

(c) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit per residence to Nos. 89, 91 and 93 Colbourne Street (to a maximum of three) on a first come first served basis.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of the three residential properties abutting the south side of Colbourne between Bay and the east property line of No. 89 Colbourne Street requesting that the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be replaced with a "Permit Parking" regulation. All three of the residents that signed the petition are in favour of changing the regulation.

Colbourne has a 30-foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation as well as a "No Stopping" corner clearance on the south side and a "Permit Parking" regulation on the north side of the street in this block. The resident that circulated the petition expressed concern regarding long-term non-resident parking by employees and customers of an area business. The implementation of the requested regulation would prohibit non-resident parking and abutting residents of one, two and three family dwellings may be eligible to purchase permits at a cost of $24. per permit each year to exempt their vehicle from the signed "Permit Parking" regulation.

An investigation has revealed that there are three on-street parking spaces on the south side of Colbourne in this area. It was indicated on the petition that three permits would be required by the abutting residents. Therefore, since 100 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/kg


BARTON STREET WEST
CANNON STREET WEST
MULBERRY STREET
WINDSOR STREET
SHEAFFE STREET
COLBOURNE
MURRAY ST
QUEEN STREET NORTH
QUEEN STREET SOUTH
BAY STREET NORTH
BAY STREET SOUTH
YORK BOULEVARD
PETER STREET
NAPIER STREET
MARKET STREET
KING STREET WEST
KING STREET
VINE
PARK
MACNAB
HESS STREET NORTH
HESS STREET SOUTH
CAROLINE
GREIG STREET
MILL STREET
MCNEIL ST
JJ/S-450
H/S-745
H/S-771
H/S-731
H/S-523
I/S-532
CR-3/S-871
CR-3/S-481
CR-3/S-777a
CR-3
E-3
E/S-206
D/S-901
JJ/S-1312

26(B)(i)(o)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 2
File No. TEC-181-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Myrtle Avenue between Rutherford Avenue and Delaware Avenue - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Myrtle Avenue between Rutherford Avenue and Delaware Avenue be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

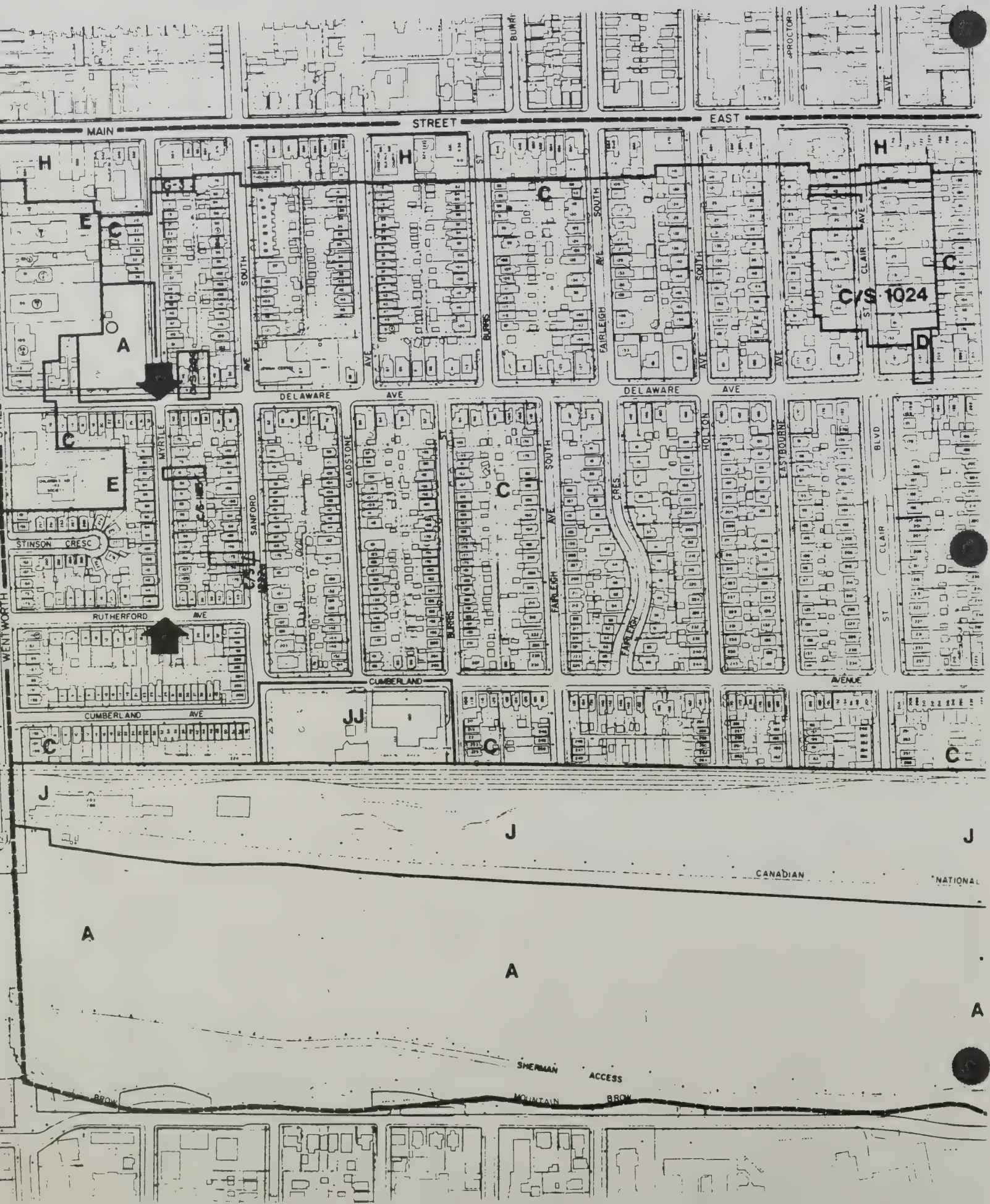
Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by representatives of 23 of the 32 residential properties abutting Myrtle between Rutherford and Delaware requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block. All 23 of the residents who signed the petition are in favour of the requested regulation.

Myrtle has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern that there are more parking spaces on the west side than there are on the east side of the street. An investigation has confirmed that there are 19 parking spaces on the west side and only 12 parking spaces on the east side. Therefore, since 71 percent of the abutting residents are in favour of changing the existing regulation, staff concurs with the request.

CVB/MBH/kg


MAIN STREET EAST
DELAWARE AVE
CUMBERLAND AVE
RUTHERFORD AVE
STINSON CRESC
SOUTH BURRIS AVE
SOUTH FAIRLEIGH AVE
SOUTH HOLTON CRES.
SOUTH EASTBOURNE BLVD
CLAIR AVE
CLAIR ST
GLADSTONE AVE
MYRTLE AVE
SANFORD AVE
WENTWORTH ST
PROCTOR AVE
BURRIS ST
C/S 1024
CANADIAN NATIONAL
SHERMAN ACCESS
MOUNTAIN BROW

2(BX(i)(P)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 5
File No. TEC-185-97 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Limeridge Road West, east of Hawkridge Avenue - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on both sides of Limeridge Road West from Hawkridge Avenue to the easterly limits (Upper James Street) be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

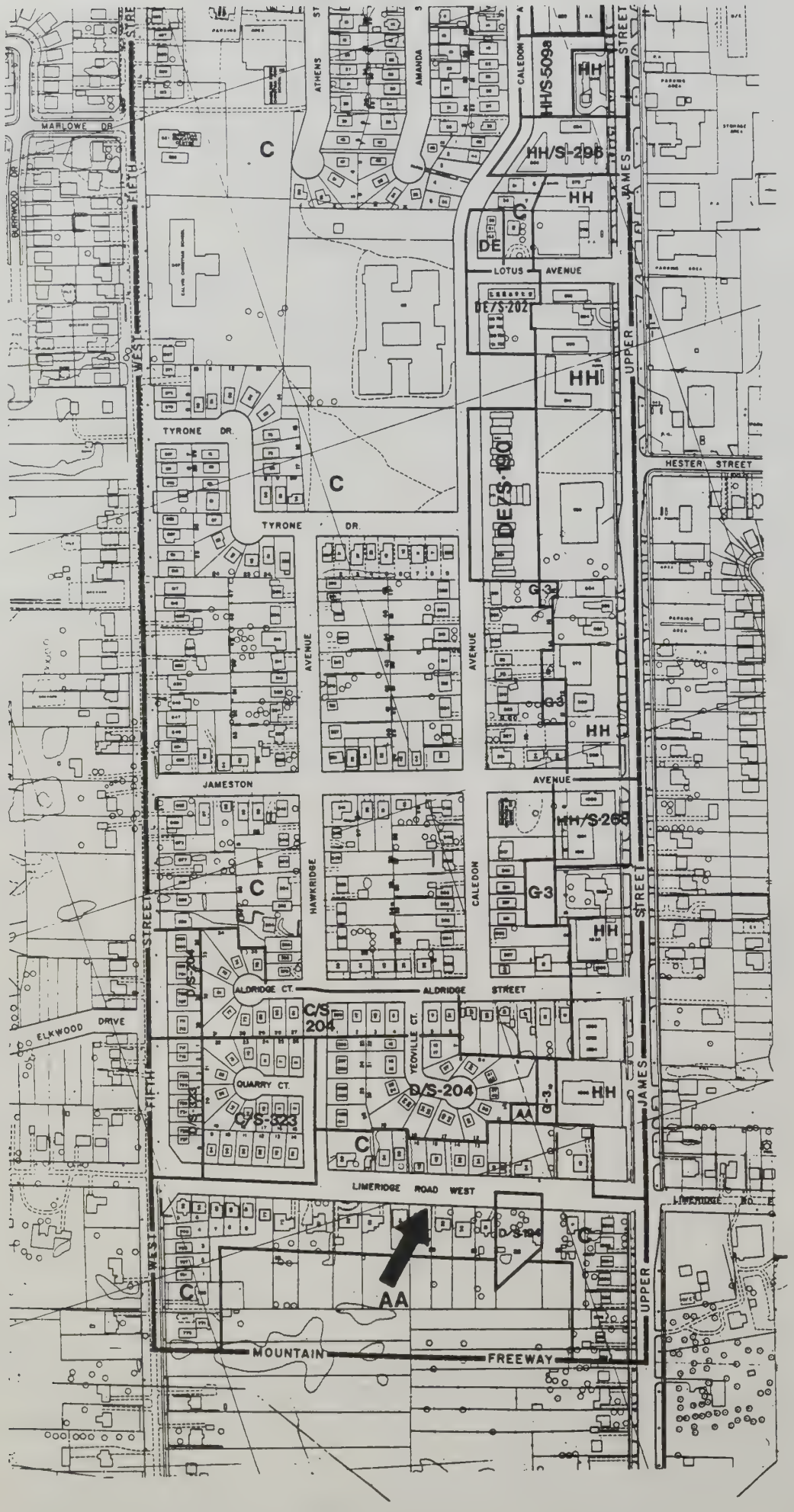
Sufficient funds are available in the 1997 budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received requests from residents of Limeridge Road West between Hawkridge Avenue and Upper James Street to remove the parking regulations from both sides of Limeridge in this short, dead-end section of street.

Limeridge has a 44-foot pavement width, and presently, there is a "No Parking" regulation on both sides of the street in this block. The current regulation is no longer required due to the closure of Limeridge at Upper James necessitated by the construction of the interchange connecting Upper James to the Lincoln Alexander Expressway. This portion of Limeridge is only used by the residents immediately adjacent to the roadway as it only serves as access to their properties. Both Ward Aldermen have been contacted and are in agreement with the request. Therefore, staff concurs with the request and recommends that the "No Parking" regulation be removed on both sides of Limeridge from Hawkridge to the easterly limits (Upper James).

TA/MBH/kg


MARLOWE DR.
BURRWOOD DR.
FIFTH STREET WEST
ATHENS ST
AMANDA ST
CALEDON AVENUE
JAMES STREET UPPER
HH/S-509
HH/S-296
HH
C
DE
LOTUS AVENUE
DE/S-202
DE/S-190
TYRONE DR.
HESTER STREET
G-3
AVENUE
JAMESTON AVENUE
HH/S-268
HAWKRIDGE AVENUE
ALDRIDGE CT.
ALDRIDGE STREET
C/S-204
ELKWOOD DRIVE
YEOVILLE CT.
QUARRY CT.
D/S-204
C/S-323
AA
LIMERIDGE ROAD WEST
D/S-124
MOUNTAIN FREEWAY

2(B)(i)(q)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 9
File No. TEC-187-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 535 John Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of John Street North commencing at a point 81 feet north of Burlington Street East and extending to a point 17 feet northerly therefrom and that the City Traffic By-law 89-71 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Donna Boyce, 535 John Street North.

Dlobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

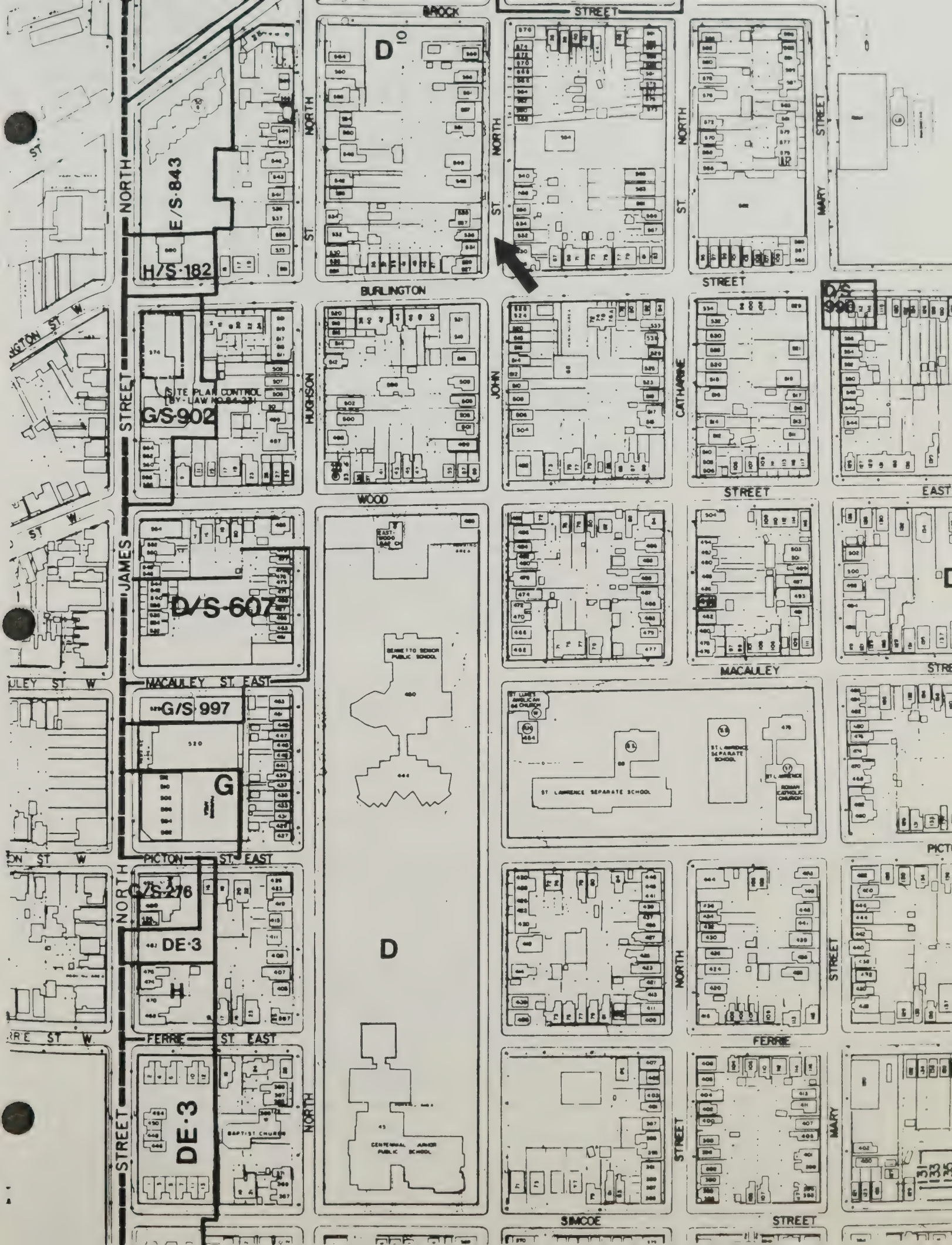
BACKGROUND:

Staff has received a request from Mr. Brad Boyce, on behalf of his mother who resides at 535 John Street North, that a reserved "Permit Parking" space be implemented on the west side of John in front of her home since she is disabled.

John has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy request, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Boyce possesses a valid permit and further investigation has revealed that she has no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/klk


D-10
E/S-843
H/S-182
SITE PLAN CONTROL
BY-LAW NO. 84-231
G/S-902
D/S-607
G/S 997
G
G/S-276
DE-3
H
DE-3
D
BURLINGTON
WOOD
MACAULEY
FERRIE
SIMCOE
NORTH
STREET
ST.
JAMES
HUGHSON
JOHN
CATHARINE
MARY
EAST
WEST
PICTON
MACAULEY ST. EAST
FERRIE ST. EAST
BERKETO SENIOR PUBLIC SCHOOL
ST. LAWRENCE SEPARATE SCHOOL
ST. LAWRENCE ROMAN CATHOLIC CHURCH
CENTENNIAL JUNIOR PUBLIC SCHOOL
BAPTIST CHURCH

CITY OF HAMILTON

2(B)(i)(r)

- RECOMMENDATION -

DATE: 1997 September 9
File No. TEC-188-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Nos. 164 Simcoe Street East and 171 Simcoe Street East - Request for a Reserved "Permit Parking" Space for Disabled Residents

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Simcoe Street East commencing at a point 181 feet west of Ferguson Avenue North and extending to a point 24 feet westerly therefrom, and on the north side of Simcoe Street East commencing at a point 114 feet west of Ferguson Avenue North and extending to a point 16 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to both Mr. Fred Fisher, 164 Simcoe Street East, and Mr. Victor Giannotti, 171 Simcoe Street East.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Fisher, 164 Simcoe Street East, and Mr. Giannotti, 171 Simcoe Street East, that reserved "Permit Parking" spaces be implemented on the south and north sides of Simcoe, respectively, in front of each of their homes, since they are disabled.

Simcoe has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. Staff has confirmed that both Mr. Fisher and Mr. Giannotti meet the requirements of the City Council policy respecting reserved "Permit Parking" spaces and, therefore, concurs with the request.

CVB/MBH/klk

DOCK SERVICE ROAD
E/S 28
D
J
K
STREET
EAST
NORTH
WELLINGTON
MACAULEY
PICTON
ST.
FERGUSON
AVENUE
SIMCOE
STRACHAN
JOHN
CATHARINE
MARY
367
363
193
195
508

2(B)(i)(s)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 10
File No. TEC-189-97 / Author: S. Russell

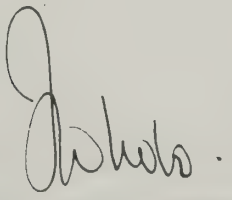
REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Burton Street between Cheever Street and Douglas Street - Parking Regulations

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Burton Street between Cheever Street and Douglas Street be removed, and that the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs. There will be a slight loss of revenue associated with the non-renewal of permits.

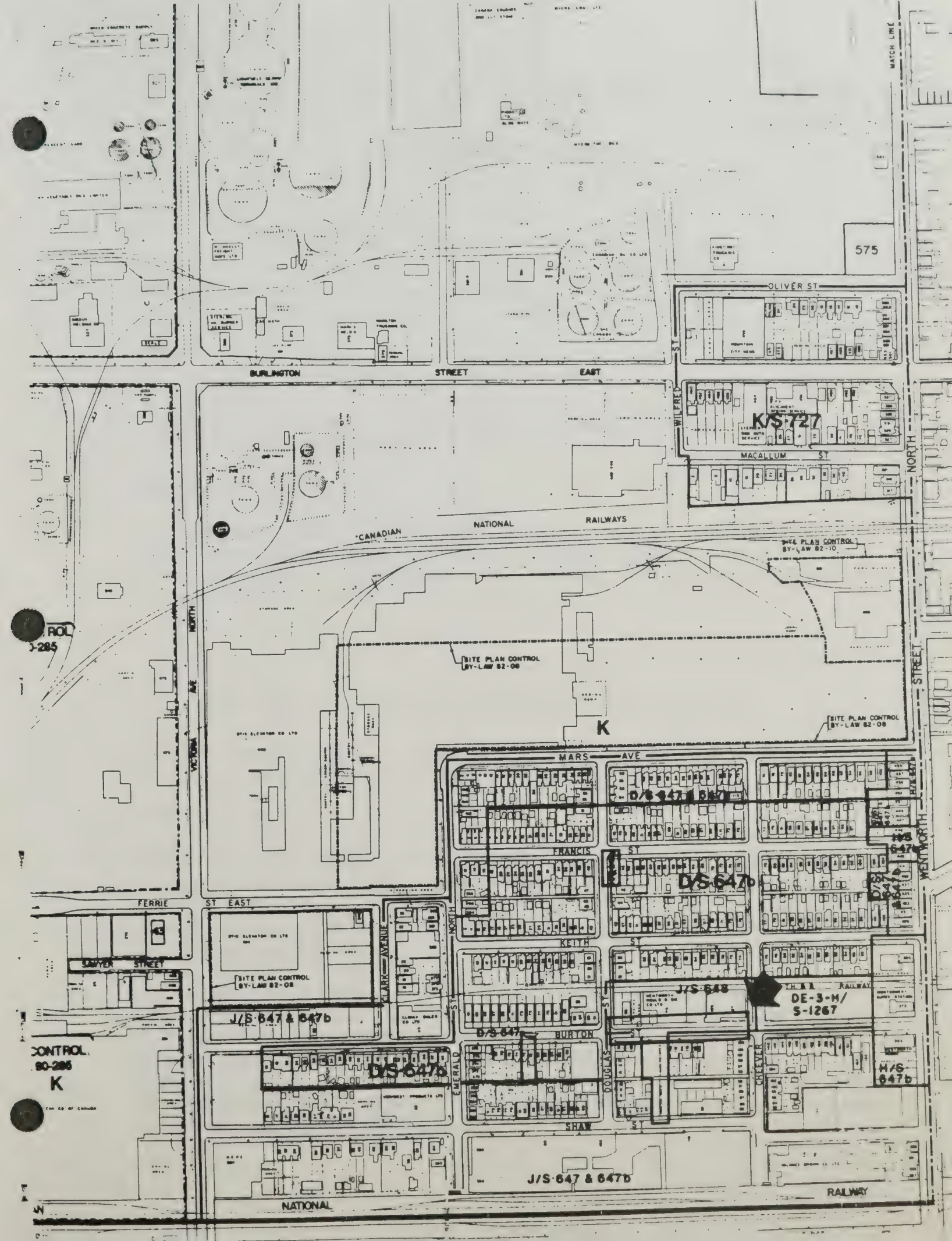
BACKGROUND:

Staff has received a petition signed by representatives of five of the seven residential properties abutting Burton between Cheever and Douglas, requesting that the existing "Permit Parking" regulation be removed from the south side of the street in this block. All five of the residents who signed the petition are in favour of removing the regulation.

Burton has a 28 foot pavement width, and presently, there is a "Permit Parking" regulation on the south side and a "No Parking" regulation on the north side of the street in this block.

City Council at its 1995 January 31 meeting approved the implementation of the "Permit Parking" regulation. At that time, concerns were expressed regarding long term non-resident parking by customers of the Flea Market located on the north side of the street in this block. However, the resident who circulated the petition has advised that the subject building is presently vacant and residents have requested unrestricted parking on their street. Therefore, since 71 percent of the abutting residents are in favour of removing the subject regulation, staff concurs with the request.

CVB/MBH/klk


575
OLIVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
NORTH
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
K
MARS AVE
FRANCIS ST
D/S-647b
KEITH ST
J/S-648
DE-3-H/ S-1267
BURTON ST
SHAW ST
H/S-647b
J/S-647 & 647b
FERRIE ST EAST
SAWYER STREET
VICTORIA AVE NORTH
CLARENCE AVENUE
EMERALD ST
DOUGLAS ST
CHEEVER ST
WENTWORTH STREET NORTH
RAILWAY
NATIONAL

26(3)(i)(t)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 10
File No. TEC-191-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Emerson Avenue between Royal Avenue and Holmes Avenue - Parking Regulations

RECOMMENDATION:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of Emerson Avenue commencing at a point 63 feet south of Royal Avenue and extending to a point 49 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Terry Morgan, owner of Tanning Beds and Hairstyling, 142 Emerson Avenue, requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of Emerson in front of his business. Mr. Morgan expressed concern regarding parking difficulties for customers created by the long-term parking in this area.

Emerson has a 34 foot pavement width, and presently, there is unrestricted parking on the west side and a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of the street in this area. The implementation of the requested time limit regulation directly in front of the business would prohibit long-term non-resident parking. There is unrestricted parking on the west side of the street for the remainder of the block and since area time limit permit holders would be exempt from the time limit regulation in this area, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/klk


SITE PLAN CONTROL
BY-LAW No. 95-128
H/S-74
DE
DE-3
S-981
C/S-T8
C/S-T9
C/S-T28
C/S-815
SUSSEX STREET
MAPES AVENUE
AVLETT ST
LELAND STREET
EMERSON STREET
BROADWAY AVENUE
BOWMAN STREET
WESTWOOD AVENUE
WINSTON ROAD
STROUD ROAD
DALEWOOD AVENUE
GARY AVENUE
SOUTH WESTWOOD AVENUE
HADDON AVENUE
BAXTER STREET
T.H.&B. RAILWAY
WARD AVENUE
ROYAL AVENUE
WINSTON PLACE
WILMONT COURT
DELBROOK COURT
WHITNEY AVENUE
FORSYTH
DALEWOOD
H.E.P.C.

2(B)(i)(4)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 10
File No. TEC-192-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Brantdale Avenue between West 2nd Street and Upper James Street - Parking Regulations

RECOMMENDATION:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Brantdale Avenue between West 2nd Street and Upper James Street; and

(b) That the existing "No Stopping" regulation on the north side of Brantdale Avenue commencing 100 feet west of West 2nd Street and extending to a point 137 feet east of West 2nd Street be removed; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of all eight of the residential properties abutting Brantdale between West 2nd and Upper James requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of the street in this block. All eight of the petitioners are in favour of the requested regulation.

Brantdale has a 30-foot pavement width, and presently, there is unrestricted parking on the north side as well as a "No Stopping" regulation at the westerly and easterly end and a "No Parking" regulation on the south side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College Fennell Campus, and employees and customers of area businesses.

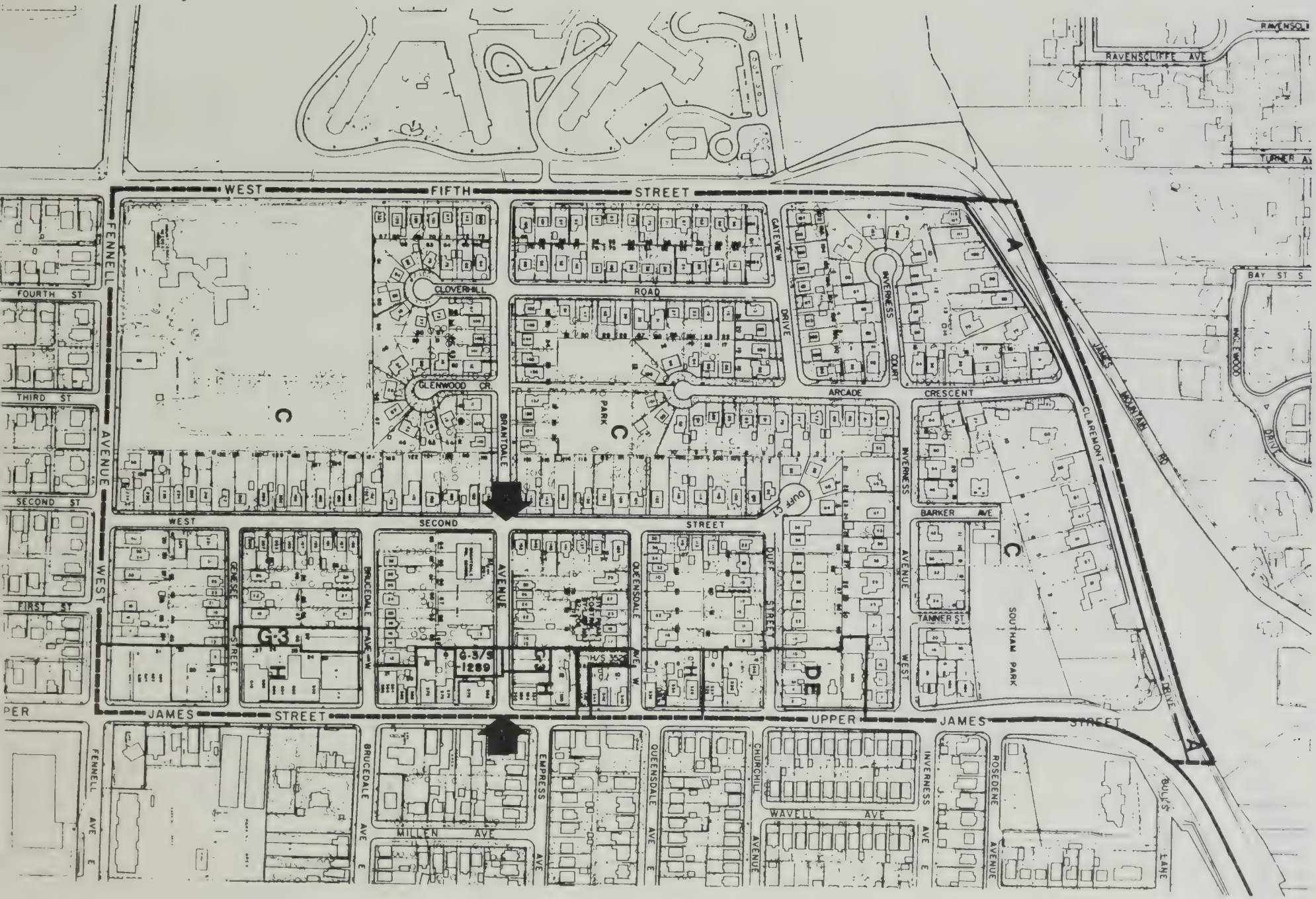
The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 100 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

Also, the residents have requested that the existing corner clearance on the north side of Brantdale at West 2nd be removed to provide additional on-street parking on Brantdale.

An investigation has revealed that all-way stop control was implemented at the intersection of Brantdale and West 2nd in 1994, and that the subject corner clearance could be removed since motorists on all approaches to the intersection are required to stop and visibility need not be a factor.

The removal of the "No Stopping" corner clearance will restore ten unrestricted on-street parking spaces to the north side of the street.

CVB/MBH/kg


WEST FIFTH STREET
FENNELL AVENUE
FOURTH ST
THIRD ST
SECOND ST
FIRST ST
CLOVERHILL ROAD
GLENWOOD CR
GATEVIEW DRIVE
INVERNESS COURT
ARCADE
CRESCENT
BRANTDALE
PARK
DUFF CT
INVERNESS AVENUE
CLAREMONT
BARKER AVE
TANNER ST
SOUTHAM PARK
DUFF STREET
WEST SECOND STREET
GENESEE STREET
BRUCEDALE AVE W
QUEENSDALE AVE W
H/S 1289
JAMES STREET
UPPER JAMES STREET
BRUCEDALE AVE E
EMPRESS AVE
QUEENSDALE AVE E
CHURCHILL AVENUE
WAVELL AVE
INVERNESS AVE E
ROSEDENE AVENUE
MILLEN AVE
FENNELL AVE E
RAVENSCLIFFE AVE
BAY ST S
MOUNTAIN RD
DRIVE
BULL'S LANE

2(B)(i)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 11
File No. TEC-193-97 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Avondale Street between Barton Street East and Mons Avenue - Parking Regulations

RECOMMENDATION:

That parking be allowed on both sides of Avondale Street between Barton Street East and Mons Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of removing the "No Parking" signs on the east side of the street.

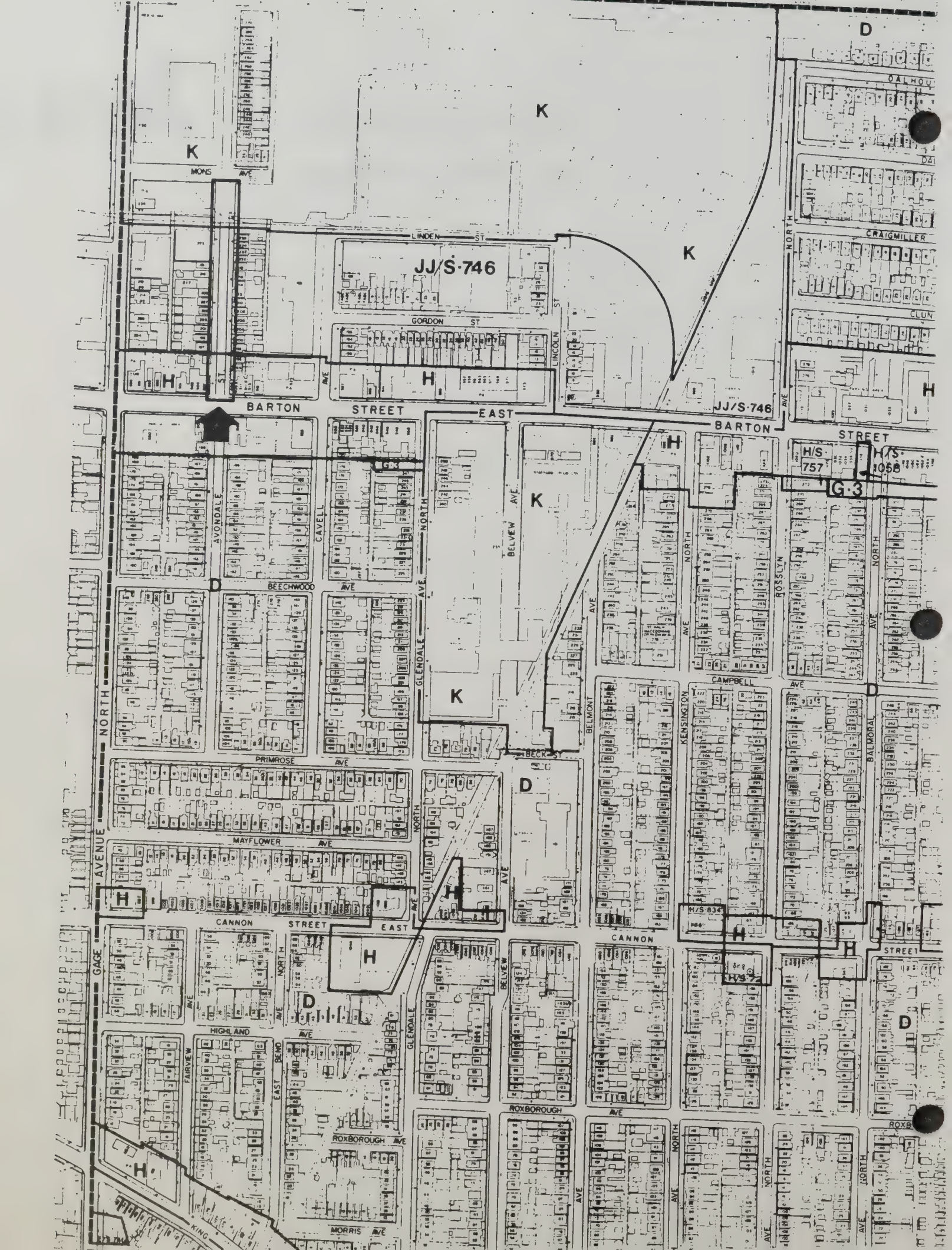
BACKGROUND:

After consulting with the abutting residents, Alderman Bernie Morelli has suggested allowing parking on both sides of Avondale in the block between Barton and Mons.

Avondale has a 28-foot pavement width, and presently, parking is prohibited on the east side and allowed on the west side except that there is a part-time parking prohibition on the west side to facilitate street maintenance operations.

Staff generally supports parking on only one side of 28-foot wide streets. Allowing parking on both sides might result in complaints about difficulties entering and exiting the residential driveways and obstructed two-way traffic flow. However, there are many streets in the City which are 28 feet wide or less which have parking on both sides. Therefore, this Department would not object to allowing parking on both sides, at least on a trial basis.

MBH/kg


JJ/S-746
JJ/S-746
H/S 757
H/S 1068
G-3
H/S 834
H/S 72
BARTON STREET EAST
BARTON STREET
CANNON STREET EAST
CANNON STREET
LINDEN ST
GORDON ST
MONS AVE
LINCOLN ST
CRAIGMILLER
CLUN
AVONDALE
CAVELL
NORTH
BEECHWOOD AVE
PRIMROSE AVE
MAYFLOWER AVE
GAGE AVENUE
BELVIEW AVE
GLENDALE AVE
BECKLY
BELMONT
ROSSLYN
CAMPBELL AVE
KENSINGTON
BALMORAL
HIGHLAND AVE
FAIRVIEW
EAST BEND
ROXBOROUGH AVE
MORRIS AVE
KING
K
H
D

2(B)(i)(w)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 17
File No. TEC-207-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Ravenscliffe Avenue, south of Aberdeen Avenue - Parking Regulations

RECOMMENDATION:

(a) That a "No Parking" regulation be implemented on both sides of Ravenscliffe Avenue commencing at Aberdeen Avenue and extending to a point 122 feet southerly therefrom; and

(b) That a full-time "Three Hour Parking Time Limit" regulation be implemented on the west side of Ravenscliffe Avenue commencing at a point 122 feet south of Aberdeen Avenue and extending to a point 429 feet southerly therefrom, and on the east side of Ravenscliffe Avenue commencing at a point 122 feet south of Aberdeen Avenue and extending to a point 330 feet southerly therefrom; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman William McCulloch has forwarded a petition signed by representatives of eight of the eleven residential properties abutting Ravenscliffe between Aberdeen and the south property lines of Nos. 9 and 12 Ravenscliffe Avenue requesting that "No Parking" corner clearances be implemented on both sides of Ravenscliffe, south of Aberdeen to facilitate turning movements and two-way traffic flow at the intersection. The residents are also requesting that a full-time "Three Hour Parking Time Limit" regulation be implemented on both sides of the remaining straight section of the street to the south property lines of No. 9 and 12 Ravenscliffe Avenue. All eight of the petitioners are in favour of the requested regulations.

Ravenscliffe has a 25-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. An investigation has confirmed that parked vehicles on Ravenscliffe, just south of Aberdeen, do obstruct two-way traffic flow and turning movements to some degree at the intersection.

The implementation of the requested corner clearances would result in a loss of 10 on-street parking spaces. However, since the two abutting property owners support the request and since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with this request.

The resident who circulated the petition has also expressed concern regarding long-term non-resident parking by employees of St. Joseph's Hospital. The implementation of the requested time limit regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 73 percent of the abutting residents are in favour of the requested regulations, staff concurs with the request.

CVB/MBH/kg


ROBINSON ST.
ROBINSON STREET
CHARLTON AVE. W.
CHARLTON AVENUE WEST
HERKIMER ST.
HERKIMER STREET
STANLEY AVE.
HOMEWOOD AVE.
MARYLAND STREET
ABERDEEN AVE.
ABERDEEN AVENUE
GLENFERN AVE.
AMELIA ST.
MOUNTAIN BROW
JAMES MOUNTAIN ROAD
INGLEWOOD
INVERNESS COURT
INVERNESS AVE
HESS ST. SOUTH
CAROLINE ST. SOUTH
BRUCE ST.
ELIZA ST.
RAVENSCLIFFE AVENUE
TURNER AVE.
BAY STREET
GLOUCESTER RD
UNDERCLIFFE AVE
OXFORD PLACE
SPRUCE AVE
BARKER AVE
ARCADE CRES
E/S 1095
E/S 308
D/S 58
DE-3
352

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 12
File No. TEC-200-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Cellini Avenue and Eaglewood Drive - Intersection Control

RECOMMENDATION:

That southbound traffic on Cellini Avenue be required to stop for eastbound and westbound traffic on Eaglewood Drive, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

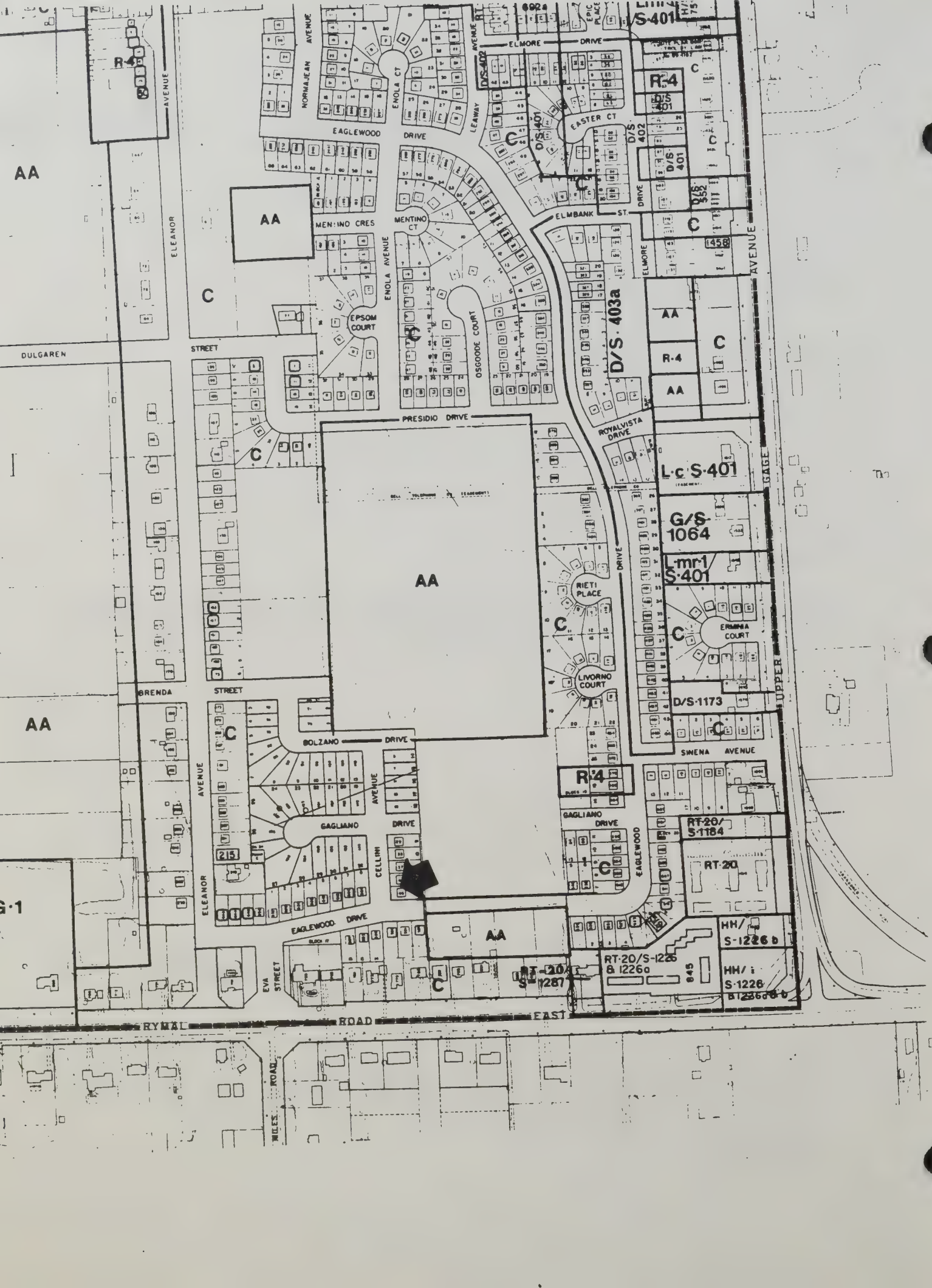
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. M. Stephenson, 37 Cellini Avenue, that stop control be implemented at the intersection of Cellini and Eaglewood. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that southbound traffic on Cellini be required to stop for eastbound and westbound traffic on Eaglewood.

CVB/MBH/klk


AA
R-4
C
D/S-401
D/S-402
D/S-403a
D/S-1173
L-c S-401
G/S-1064
L-mr1/S-401
RT-20/S-1184
RT-20
RT-20/S-1226 & 1226a
HH/S-1226 b
HH/S-1226
S-1287
ELMORE DRIVE
ELMBANK ST.
EAGLEWOOD DRIVE
MENTINO CRES
MENTINO CT
ENOLA AVENUE
ENOLA CT
NORMAJEAN AVENUE
LEAWAY AVENUE
EASTER CT
EPSOM COURT
OSGOODE COURT
PRESIDIO DRIVE
ROYALVISTA DRIVE
RIETI PLACE
LIVORNO COURT
ERMINA COURT
SIENA AVENUE
BOLZANO DRIVE
GAGLIANO DRIVE
CELLINI AVENUE
EAGLEWOOD DRIVE
EVA STREET
BRENDA STREET
DULGAREN STREET
ELEANOR AVENUE
GAGE AVENUE
UPPER
RYMAL ROAD EAST
MILES ROAD
215
845
1458

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 12
File No. TEC-200-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Cellini Avenue and Eaglewood Drive - Intersection Control

RECOMMENDATION:

That southbound traffic on Cellini Avenue be required to stop for eastbound and westbound traffic on Eaglewood Drive, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

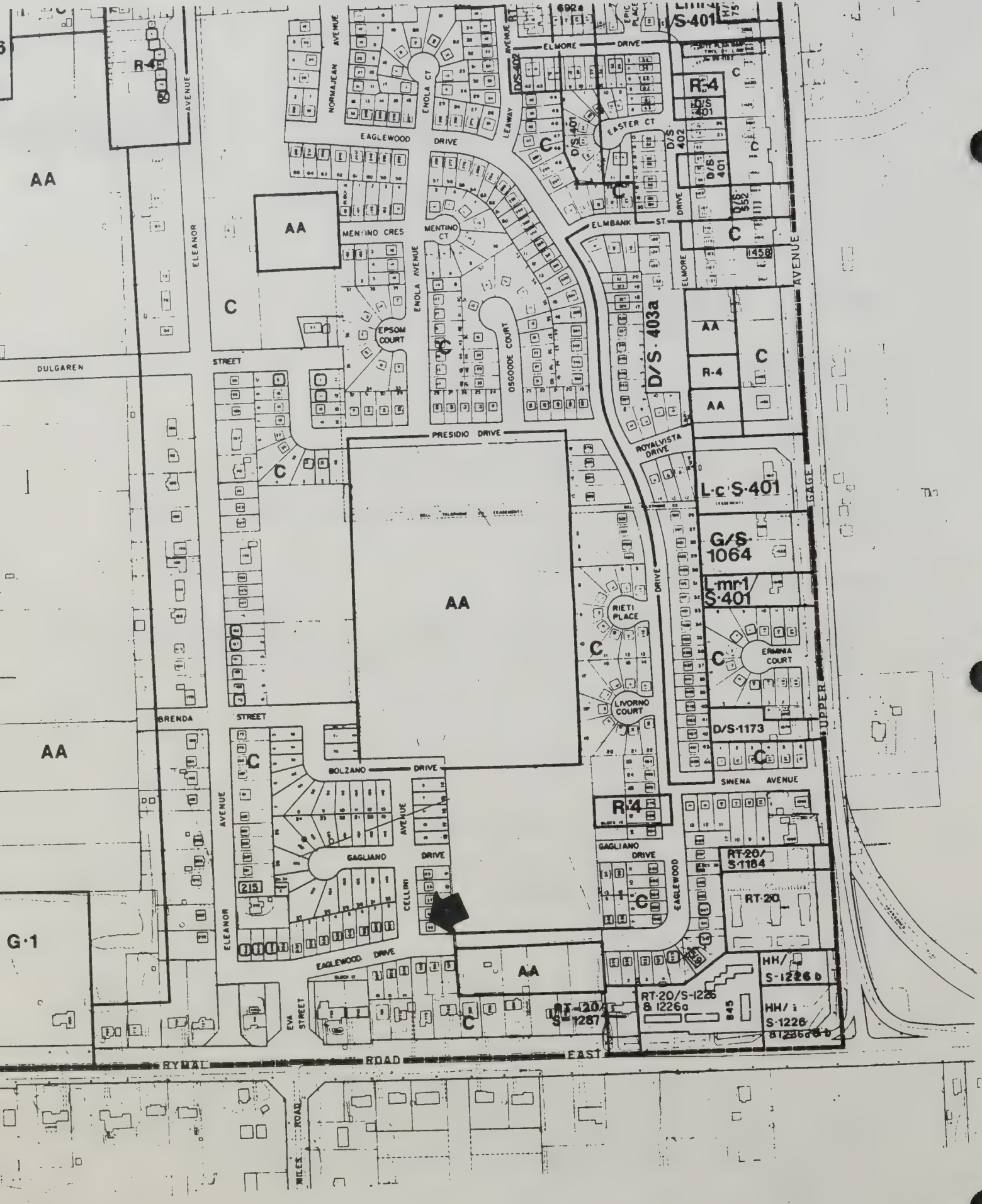
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. M. Stephenson, 37 Cellini Avenue, that stop control be implemented at the intersection of Cellini and Eaglewood. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that southbound traffic on Cellini be required to stop for eastbound and westbound traffic on Eaglewood.

CVB/MBH/klk


R-4
AA
AVENUE
ELEANOR
NORMAJEAN AVENUE
ENOLA CT
EAGLEWOOD DRIVE
LEAWAY
692a
EPIC PLACE
S-401
ELMORE DRIVE
D/S-402
EASTER CT
D/S 401
D/S 402
D/S 552
ELMBANK ST.
MENTINO CRES
MENTINO CT
ENOLA AVENUE
EPSOM COURT
OSGOODE COURT
C
1458
GAGE AVENUE
D/S-403a
DULGAREN
STREET
PRESIDIO DRIVE
ROYALVISTA DRIVE
L-c S-401
G/S-1064
mr-1 S-401
RIETI PLACE
ERMINIA COURT
LIVORNO COURT
D/S-1173
BRENDA
BOLZANO DRIVE
SINENA AVENUE
GAGLIANO DRIVE
CELLINI AVENUE
RT-20/S-1184
RT-20
215
EAGLEWOOD DRIVE
EVA STREET
RT-20/S-1287
RT-20/S-1226 & 1226a
HH/S-1226b
HH/S-1226 & 1226a & b
845
G-1
RYMAL ROAD EAST
MICKS ROAD

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 19
File No. TEC-164-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Lawrence Avenue (west leg) and Neil Avenue - Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of Lawrence Avenue (west leg) and Neil Avenue and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

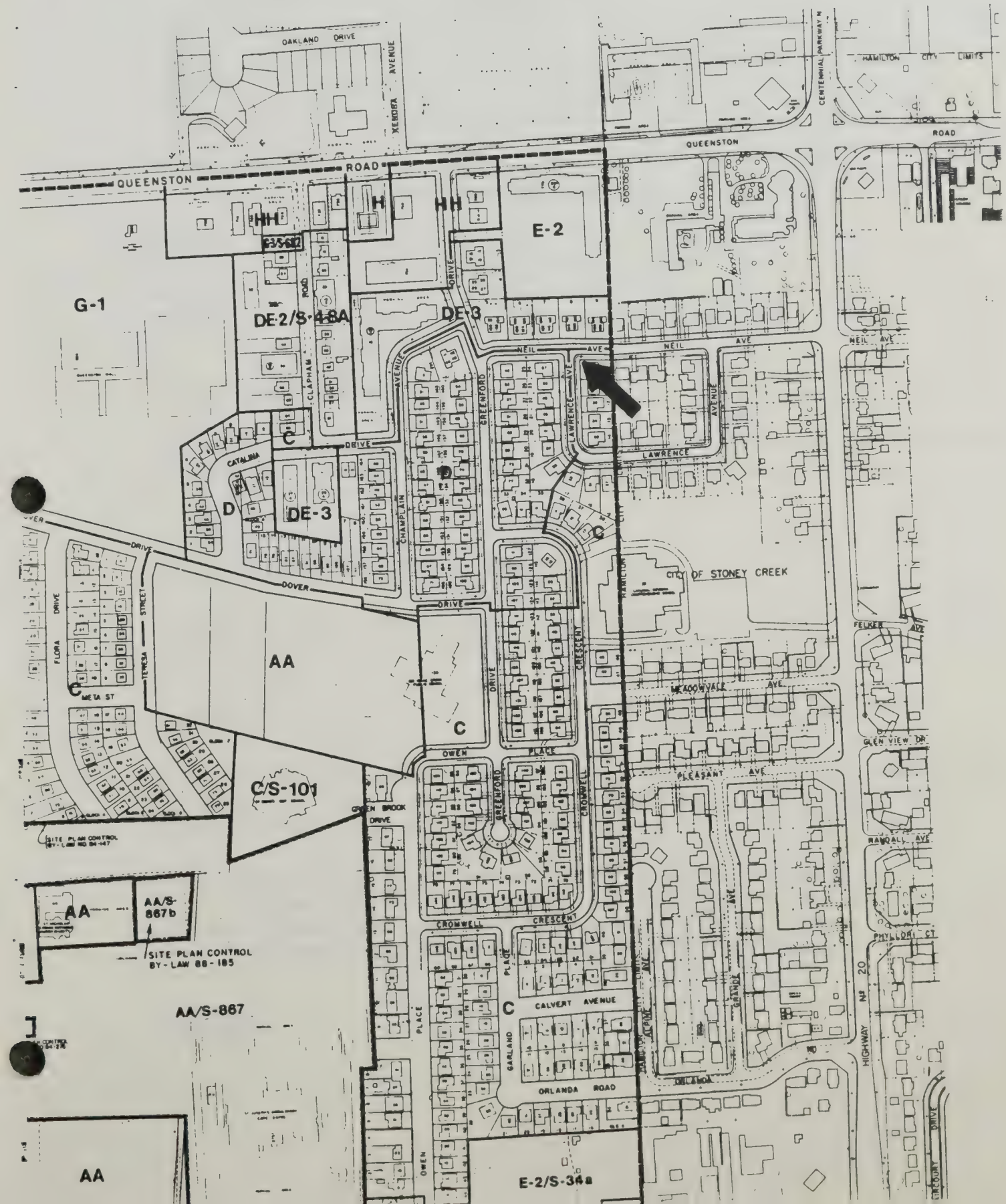
BACKGROUND:

Alderman Chad Collins has advised of concerns regarding motorists disobeying the stop signs at the intersection of Lawrence (west leg) and Neil, and requested that delineators be installed on the stop sign posts.

The subject intersection is a "T" type intersection, and presently, eastbound and westbound traffic on Neil is required to stop for northbound traffic on Lawrence. Records indicate that there have been no reported collisions at this intersection in the past seven years. Also, a recent site investigation has revealed that the existing stop signs are well located and readily visible. Therefore, there is no compelling justification to erect delineators on the existing stop signs.

Notwithstanding, experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists apparently do not expect to have to stop on through roadways for traffic on the "stem" of "T" type intersections. Therefore, staff recommends that three-way stop control be implemented at the intersection of Lawrence and Neil.

MBH/kg


QUEENSTON ROAD
OAKLAND DRIVE
KENMORE AVENUE
CENTENNIAL PARKWAY N
HAMILTON CITY LIMITS
ROAD
QUEENSTON
HH
H
HH
E-2
G-1
DE-2/S-48A
DE-3
CLAPHAM ROAD
DRIVE
NEIL AVE
AVENUE
GREENFORD
LAWRENCE AVE
LAWRENCE
C
CATALINA
D
DE-3
CHAMPLAIN
DRIVE
DOVER
DRIVE
CITY OF STONEY CREEK
HAMILTON
FELKER AVE
FLORA DRIVE
TERESA STREET
META ST
AA
C
DRIVE
CRESCENT
MEADOWVALE AVE
GLEN VIEW DR
OWEN PLACE
C/S-101
PLEASANT AVE
OWEN BROOK DRIVE
SITE PLAN CONTROL BY-LAW 88-147
RANDALL AVE
AA
AA/S-867b
SITE PLAN CONTROL BY-LAW 88-185
PHYLLORI CT
CROMWELL CRESCENT
CROMWELL PLACE
AA/S-867
CALVERT AVENUE
C
GARLAND PLACE
ORLANDA ROAD
No. 20 HIGHWAY
AA
E-2/S-348
OWEN
GRANDE AVE
TRECOMM DRIVE

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 28
File No. TEC-176-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Jeremy Street and Lorenzo Drive - Intersection Control

RECOMMENDATION:

That northbound traffic on Jeremy Street be required to stop for eastbound and westbound traffic on Lorenzo Drive, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

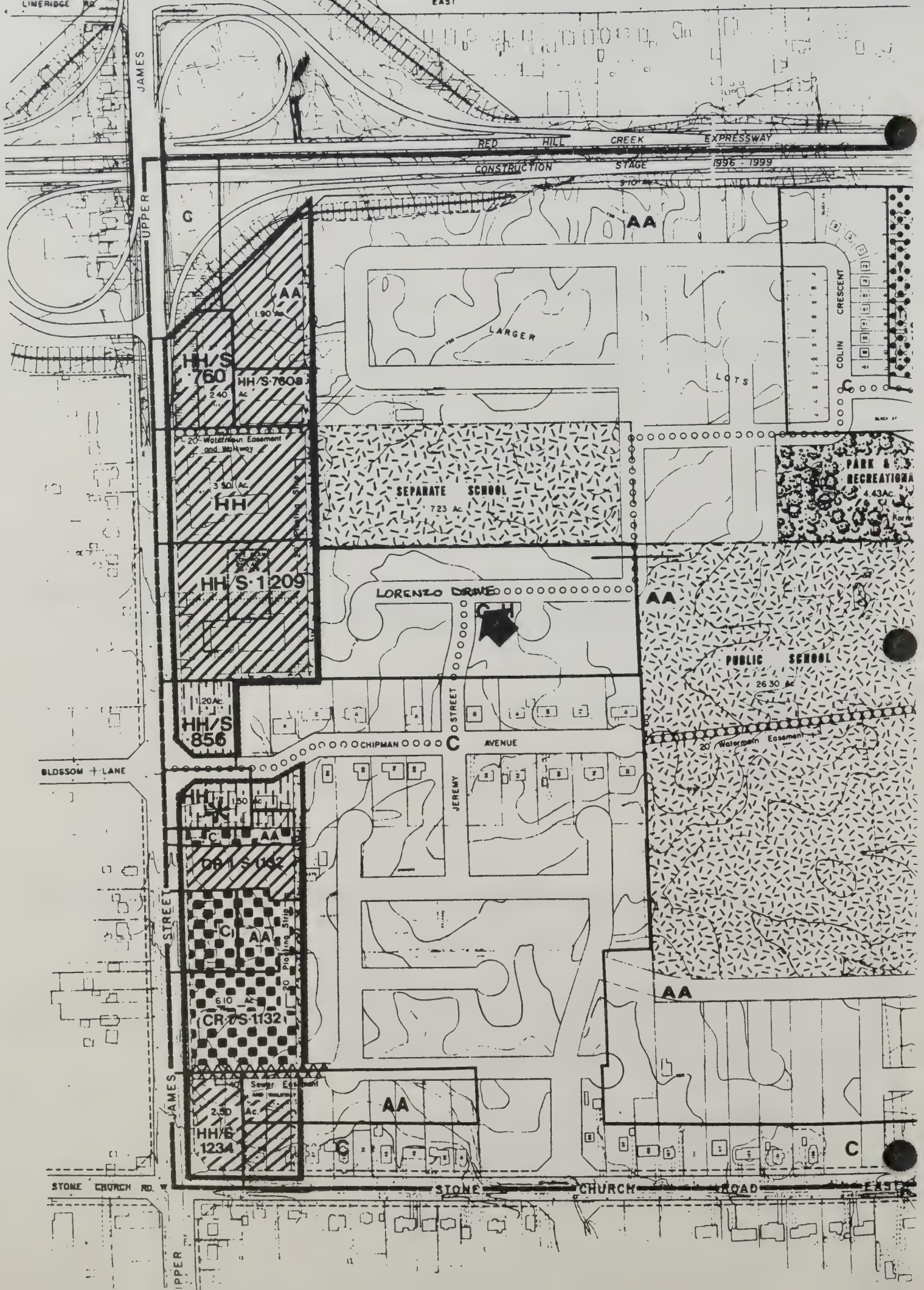
Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Ana Maria Gonzalez, that stop control be implemented at the intersection of Jeremy and Lorenzo. The subject intersection is a "T" type intersection and presently there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Jeremy be required to stop for eastbound and westbound traffic on Lorenzo.

CVB/MBH/kg


LIMERIDGE RD
JAMES
UPPER
RED HILL CREEK EXPRESSWAY
CONSTRUCTION STAGE 1996 - 1999
AA
C
LARGER LOTS
COLIN CRESCENT
PARK & RECREATIONAL
4.43Ac
SEPARATE SCHOOL
7.23 Ac
HH/S 760
2.40 Ac
HH/S-760a
20' Watermain Easement and Walkway
3.50 Ac
HH
Planting Strip
HH/S-1209
LORENZO DRIVE
CH
PUBLIC SCHOOL
26.30 Ac
1.20 Ac
HH/S 856
CHIPMAN AVENUE
STREET
20' Watermain Easement
BLOSSOM LANE
HH/S 1.50 Ac
DB1/S-1132
CI
6.10 Ac
CR-1/S-1132
Sewer Easement
2.50 Ac
HH/S 1234
JEREMY
STONE CHURCH RD. W
STONE CHURCH ROAD EAST

26(B)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 4
File No. TEC-183-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Lower Horning Road and Sheridan Lane - Intersection Control

RECOMMENDATION:

That eastbound traffic on Sheridan Lane be required to stop for northbound and southbound traffic or Lower Horning Road, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss has advised of a request from Mrs. Carol McIntosh, 27 Lower Horning Road, that stop control be implemented at the intersection of Lower Horning and Sheridan.

The subject intersection is a "T" type intersection and presently there are no intersection control signs. Records indicate that there has been only one reported collision at this intersection in the past seven years. This is a very good collision record for this type of intersection.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that eastbound traffic on Sheridan be required to stop for northbound and southbound traffic on Lower Horning.

CVB/MBH/smg

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 9
File No. TEC-186-97 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Acadia Drive and Annapolis Way - Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of Acadia Drive and Annapolis Way, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Terry Anderson has advised of a request for a westbound stop sign on Annapolis Way at the intersection with Acadia Drive. The intersection of Acadia and Annapolis is a "T" type intersection, and presently, northbound traffic on Acadia is required to stop for eastbound and westbound traffic on Acadia/Annapolis.

Adding a westbound stop such that northbound and westbound traffic would be required to stop for eastbound traffic would be a confusing and unusual type of intersection control. However, the intersection meets at least one of the criteria respecting the use of all-way stop control since this is an intersection of two neighbourhood collector streets. Therefore, staff recommends that all-way stop control be implemented at the intersection of Acadia and Annapolis.

MBH/kg

2(B)(ii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 12
File No. TEC-199-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Chelmsford Place at Kentley Drive - Intersection Control

RECOMMENDATION:

That northbound traffic on Chelmsford Place be required to stop for eastbound and westbound traffic on Kentley Drive, and that the City Traffic By-law 89-72 be amended accordingly.

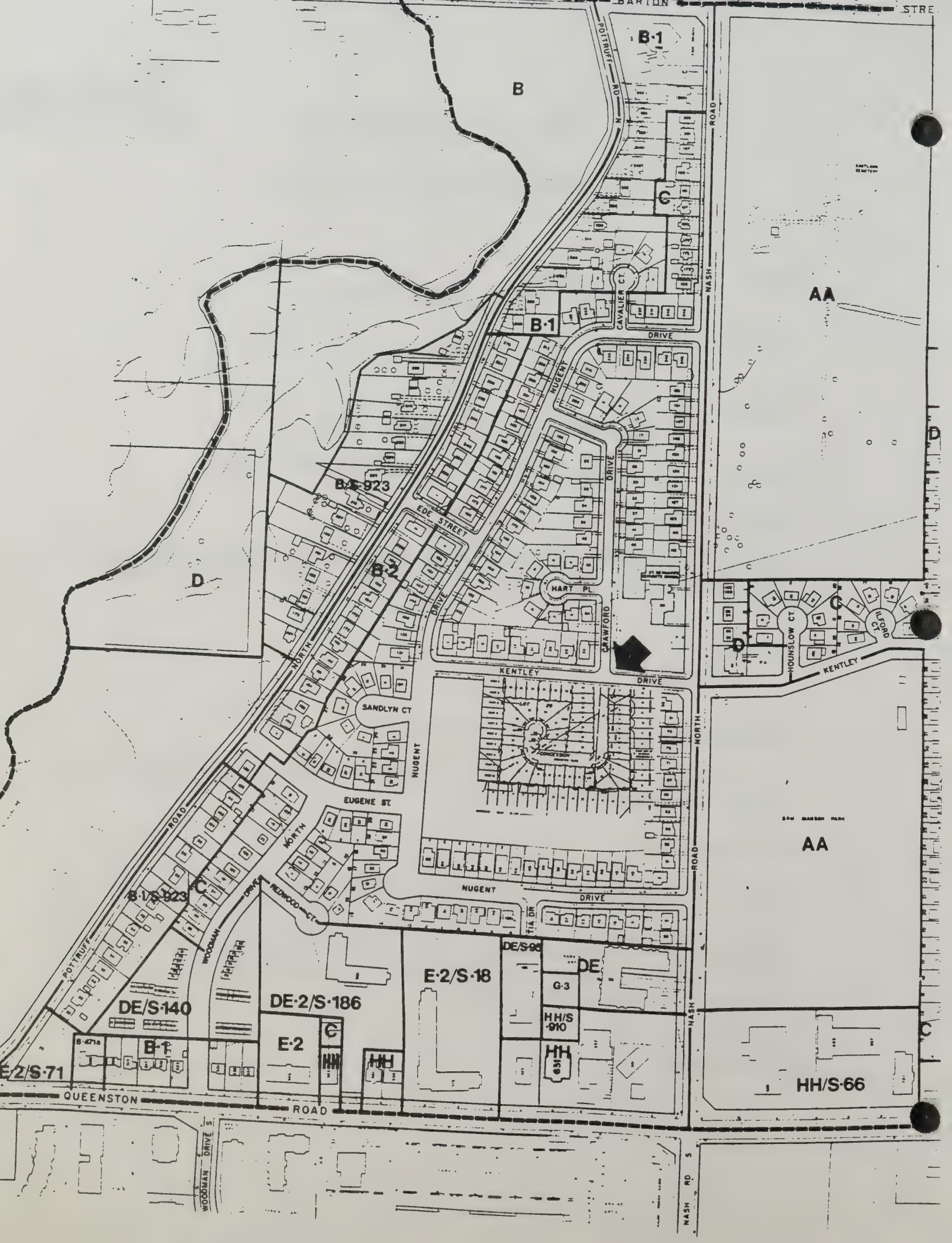
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Chelmsford is a relatively new street which runs south off of Kentley to create a new four-leg intersection in the Kentley Neighbourhood. Department policy is to erect two-way stop control at all four-leg intersections of two-way streets. Presently, southbound traffic on Crawford, the north leg of the intersection, is required to stop for eastbound and westbound traffic on Kentley. Therefore, staff recommends that northbound traffic on Chelmsford be required to stop for eastbound and westbound traffic on Kentley.

CVB/MBH/klk


BARTON
STREET
B
B-1
NORTH
ROAD
NASH
C
CAVALIER CT.
DRIVE
AA
B-1
NUGENT
CT
DRIVE
B-2/S-23
EDE STREET
B-2
D
HART PL
CRAWFORD
DRIVE
C
D
HOUNSLOW CT.
ILFORD CT.
KENTLEY
DRIVE
KENTLEY
SANDLYN CT
NUGENT
EUGENE ST.
NORTH
ROAD
AA
B-1/S-23
C
REDWOOD CT.
NUGENT
DRIVE
TIA DR.
DE/S-90
DE
G-3
HH/S-910
HH
E-2/S-18
DE/S-140
DE-2/S-186
E-2
C
HH
HH
B-1
E-2/S-71
NASH
HH/S-66
QUEENSTON
ROAD
WOODMAN DRIVE S.
NASH RD S

Z(B)(ii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 17
File No. TEC-206-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Locke Street North and Peter Street - Intersection Control

RECOMMENDATION:

That three-way stop control be implemented at the intersection of Locke Street North and Peter Street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

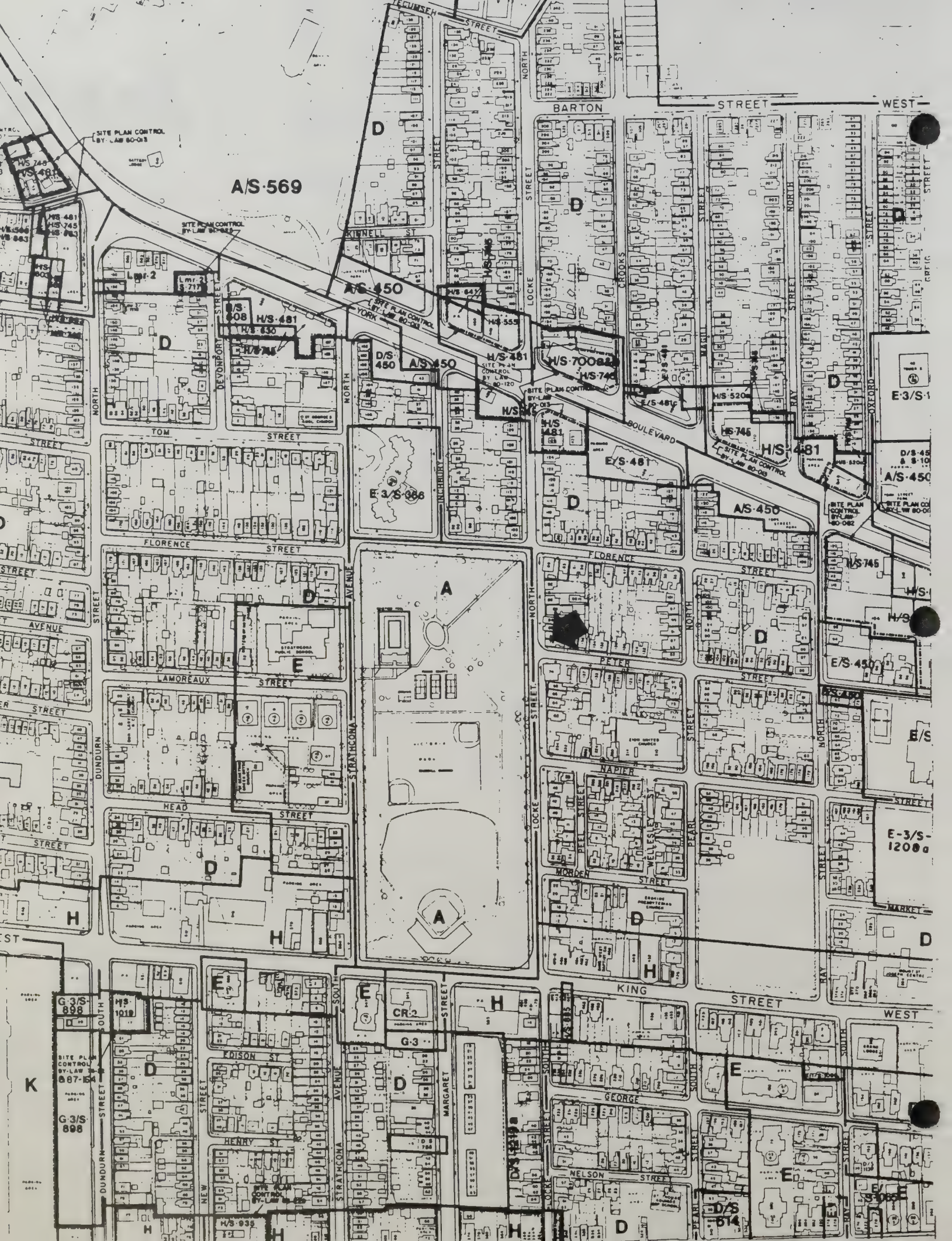
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Mary Kiss and Alderman Marvin Caplan have advised of requests that three-way stop control be implemented at the intersection of Locke and Peter. Staff has also received a petition signed by area residents requesting that a three-way stop be implemented at this intersection.

The subject intersection is a "T" type intersection, and presently, westbound traffic on Peter is required to stop for northbound and southbound traffic on Locke. Also, this intersection is supervised by a School Crossing Guard. Staff has concluded that this intersection meets at least one of the criteria respecting the use of all-direction stop control due to its proximity to Strathcona Public School. Therefore, staff concurs with the request.

CVB/MBH/kg


TECUMSEH STREET
BARTON STREET WEST
A/S-569
SITE PLAN CONTROL BY-LAW 80-083
A/S-450
YORK STREET
KINNELL ST
TOM STREET
FLORENCE STREET
LAMOREAUX STREET
HEAD STREET
BOULEVARD
E/S-481
E-3/S-366
H/S-481
H/S-745
H/S-700
H/S-555
H/S-520
D/S-450
E/S-450
E-3/S-1208a
KING STREET WEST
NAPIER STREET
MORDEN STREET
PETER STREET
GEORGE STREET
NELSON STREET
EDISON ST
HENRY ST
G-3/S-898
CR-2
G-3
D/S-514
DEVONPORT
INCHBURY
LOCKE
BROOKS
MAY
OXFORD
DUNDURN
STRATHCONA
MARGARET
PEARL
WELLESLEY
NORTH AVENUE
SOUTH AVENUE
NEW STREET
MARKET

26BXiiX(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 17
File No. TEC-203-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Oakdale Avenue and East 43rd Street - Intersection Control

RECOMMENDATION:

That eastbound traffic on Oakdale Avenue be required to stop for northbound and southbound traffic on East 43rd Street, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

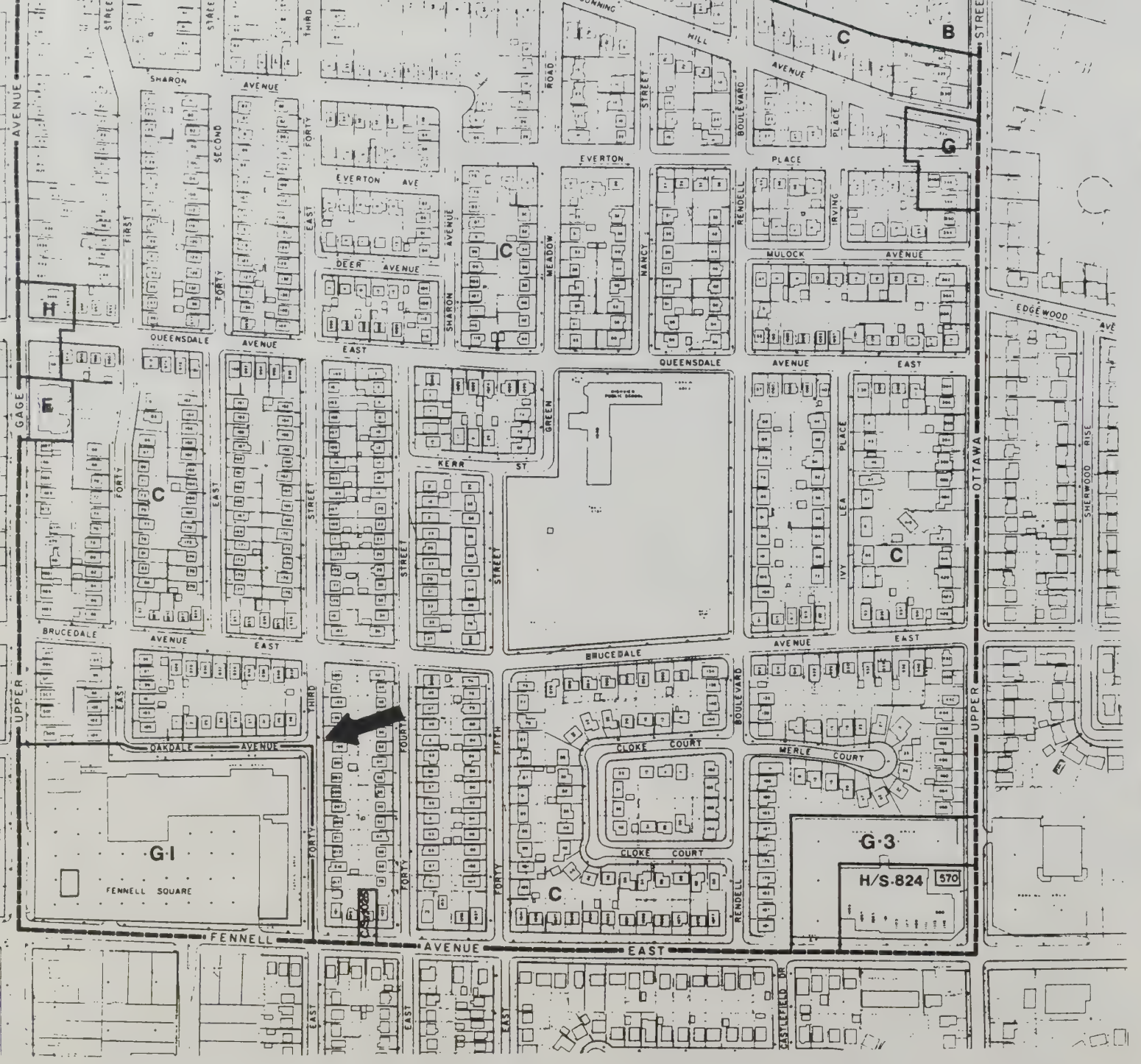
BACKGROUND:

Alderman Tom Jackson has advised of a request from Mr. Ken Pryde, 88 East 43rd Street, that stop control be implemented at the intersection of Oakdale and East 43rd.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that eastbound traffic on Oakdale be required to stop for northbound and southbound traffic on East 43rd.

CVB/MBH/klk



12	37	36
111	128	122
98	61	67

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

CITY OF HAMILTON

SUNNINGHILL

ZONING

Neighbourhood Boundary

Zoning Boundary.

0 100m

SCALE 50m

Prepared for The City of Hamilton
by the Planning and Development Department

PLANNING UNIT NO
7306

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 11
File No. TEC-196-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 152 Park Row North - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a full-time "Wheelchair Loading Zone" regulation be implemented on the east side of Park Row North commencing at a point 164 feet south of Cannon Street East and extending to a point 29 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

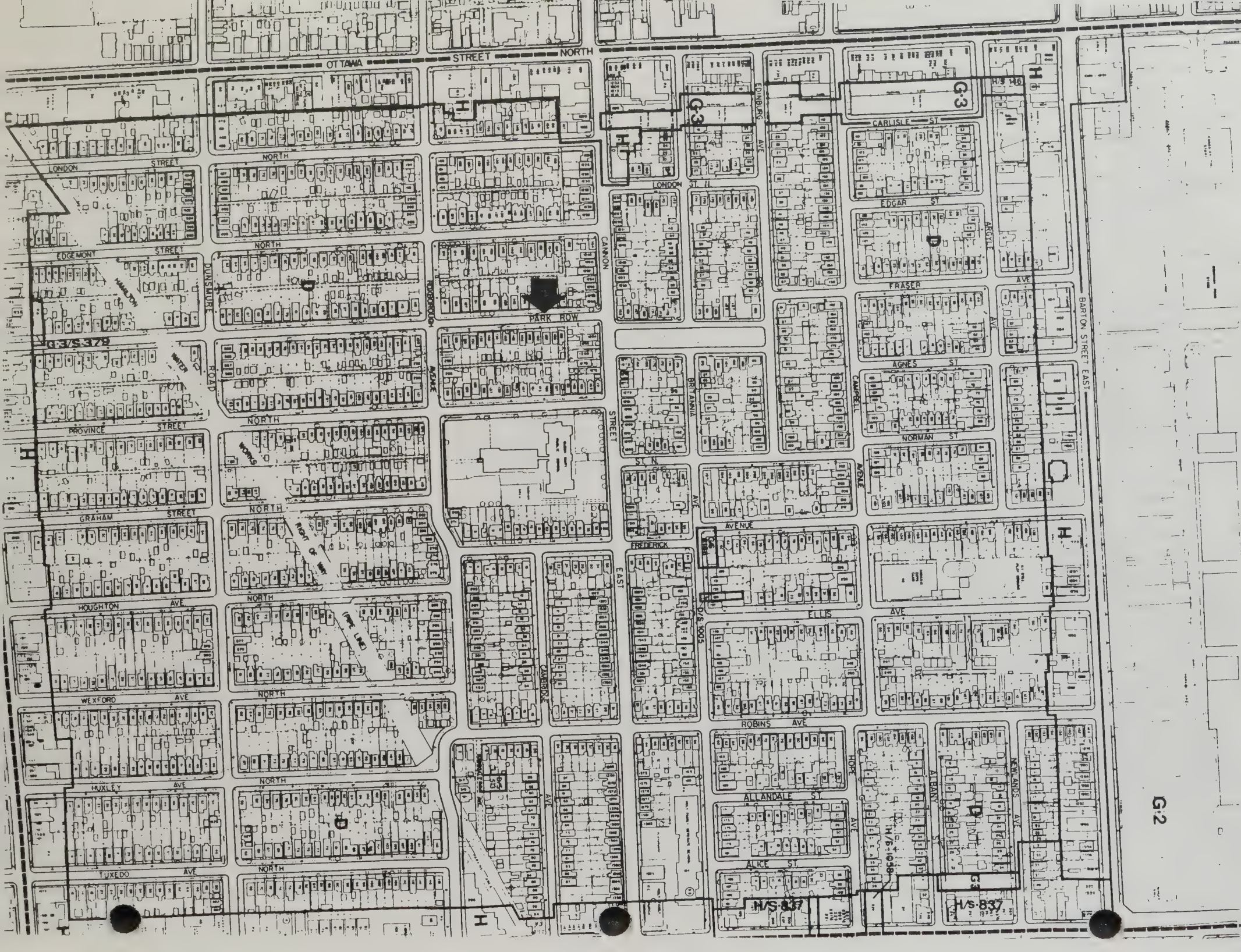
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Ray Mokrycke, No. 152 Park Row North, and Ms. Molly Watson, Care Giver at No. 152 Park Row North, that a full-time "Wheelchair Loading Zone" regulation be implemented on the east side of Park Row North directly in front of this home since the residents are disabled and require the use of Darts vehicles.

Park Row North has a 24-foot pavement width, and presently, there is unrestricted parking on the east side and a "No Parking" regulation on the west side of the street in this block. The implementation of the requested regulation would result in the loss of one on-street parking space directly in front of No. 152 Park Row North. However, since all residents in this area have available off-street parking and since parking is permitted on the east side of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg


OTTAWA STREET NORTH
LONDON STREET
EDGEMONT STREET
PROVINCE STREET
GRAHAM STREET
HOUGHTON AVE
WEXFORD AVE
HUXLEY AVE
TUXEDO AVE
NORTH
DUNSMURE ROAD
HAMILTON
WATER
PARK ROW
CANNON
ROBINSON
ARGYLE
BRANT
FREDERICK
EAST
QUEEN
SHERMAN
BRANTFORD
AVENUE
LONDON ST. N.
LONDON ST. E.
EDGAR ST
CARLISLE ST
FRASER AVE
AGNES ST
NORMAN ST
CAMPBELL
BARTON STREET EAST
ELLIS AVE
ROBINS AVE
ALLANDALE ST
ALICE ST
HOPE AVE
ALBANY AVE
NEWLANDS AVE
H/S 837
H/S 1098
G-3/S-379
G-3
G-2
H

2(8)xiii)(b

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 11
File No. TEC-195-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Mountville Avenue and Upper Wellington Street - Corner Clearance

RECOMMENDATION:

That a "No Stopping" corner clearance be implemented on the south side of Mountville Avenue commencing at Upper Wellington Street and extending to a point 58 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

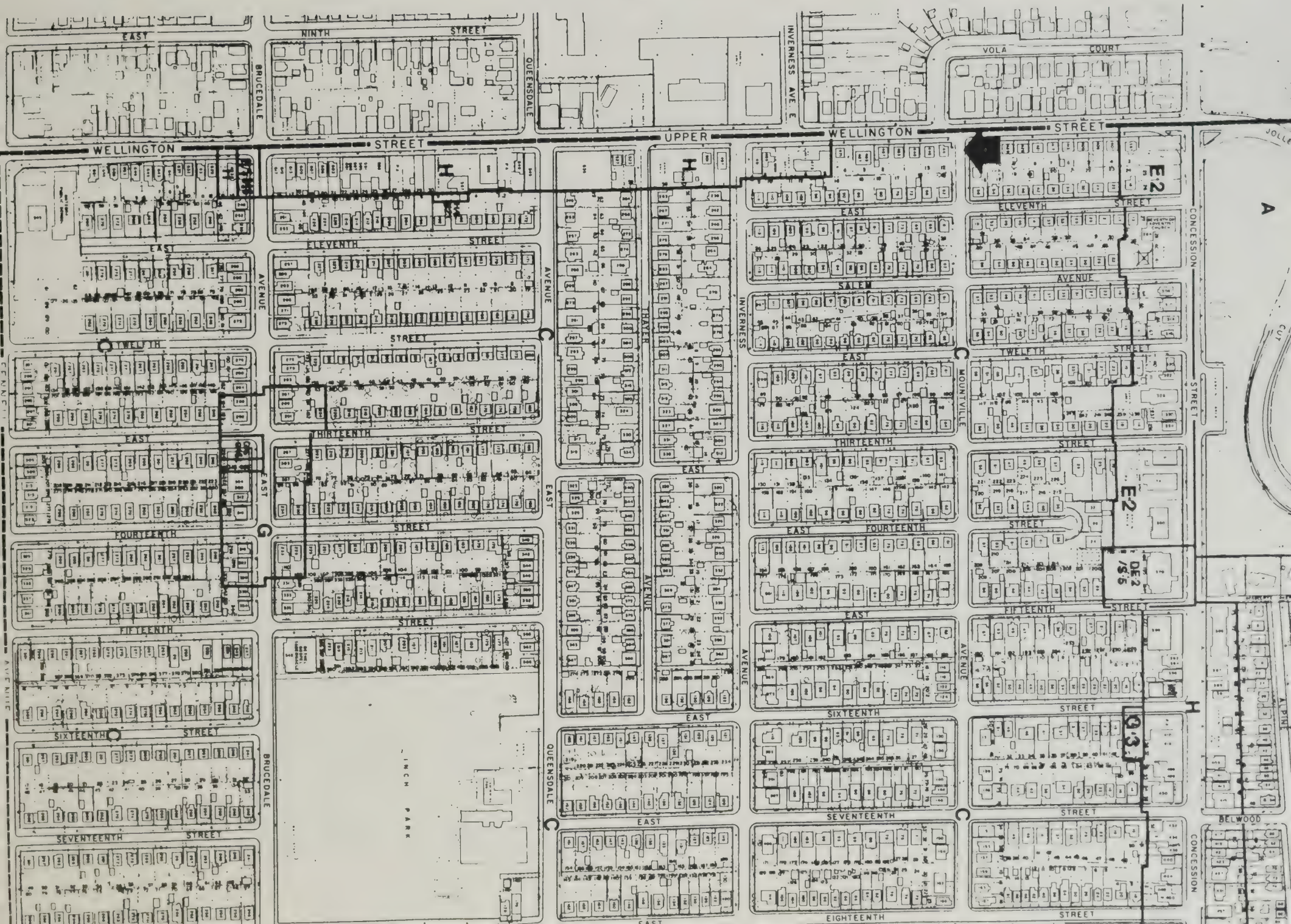
BACKGROUND:

Staff has received a request from Mr. Ted Willoughby, 441 Upper Wellington Street, that a corner clearance be implemented on the south side of Mountville, east of Upper Wellington, adjacent to his property. Mr. Willoughby expressed concern that parked vehicles in this area obstruct two-way traffic flow and turning movements at the intersection.

Mountville has a 30-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. An investigation has confirmed that parked vehicles in this area do obstruct two-way traffic flow and turning movements to some degree at the intersection.

The implementation of the requested regulation would result in a loss of only one on-street parking space adjacent to Mr. Willoughby's property. However, since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with this request.

CVB/MBH/kg


WELLINGTON STREET
UPPER WELLINGTON STREET
NINTH STREET
BRUCEDALE AVENUE
QUEENSDALE AVENUE
INVERNESS AVE. E
VOLA COURT
ELEVENTH STREET
TWELFTH STREET
THIRTEENTH STREET
FOURTEENTH STREET
FIFTEENTH STREET
SIXTEENTH STREET
SEVENTEENTH STREET
EIGHTEENTH STREET
EAST
THAYER AVENUE
INVERNESS AVENUE
MOUNTVILLE AVENUE
SALEM AVENUE
CONCESSION STREET
BELWOOD
E2
DE2 /S6
Q3
H
C
G
INCH PARK

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 July 8
File No. TEC-137-97 / Author: H. L. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Grays Road, Community Avenue to Frances Avenue - Truck Route Status

RECOMMENDATION:

That heavy traffic on Grays Road, from Community Avenue to Frances Avenue be restricted to the hours of 7:00 a.m. to 7:00 p.m., and that By-law #89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

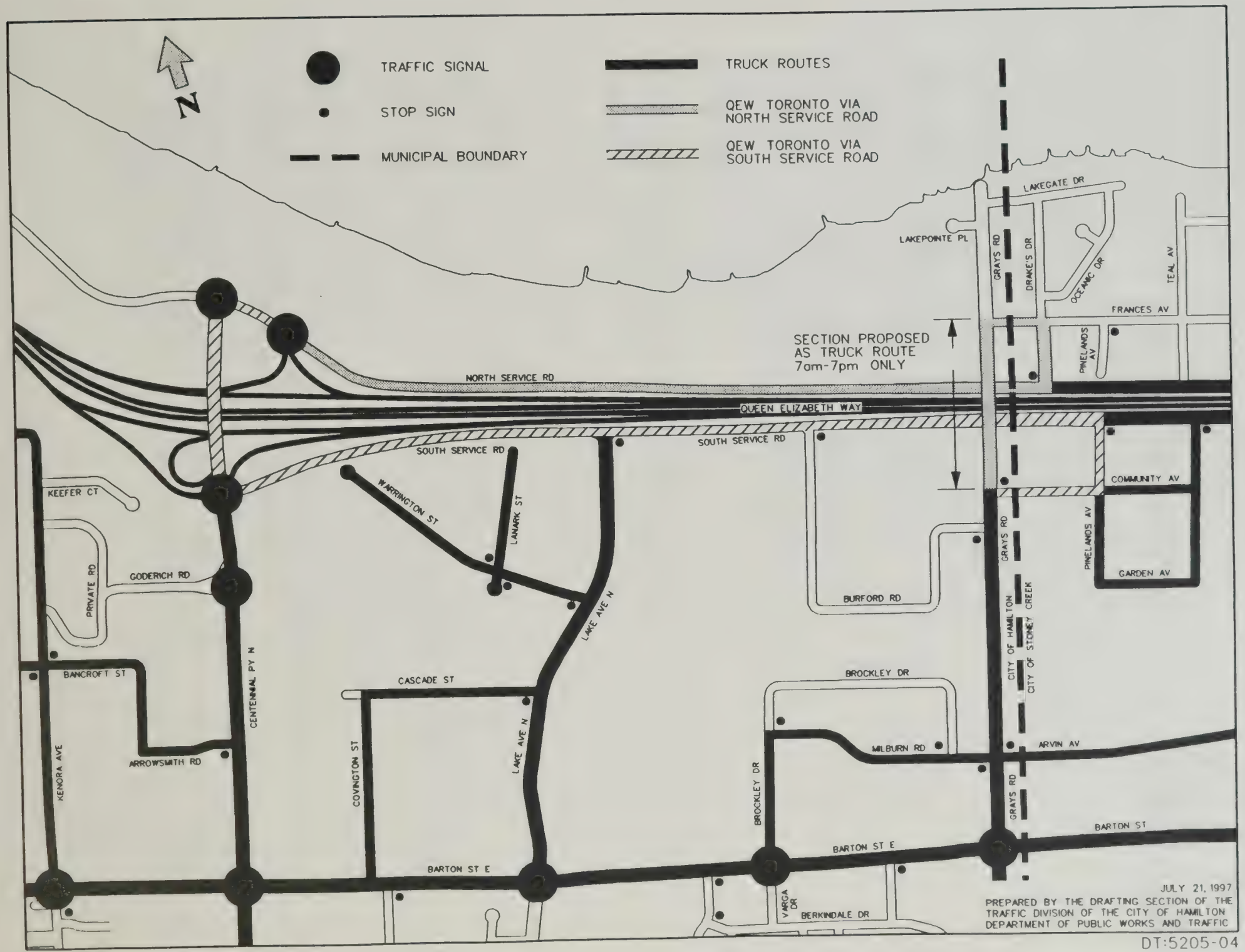
Grays Road is signed as a full time truck route from Barton Street to the North Service Road. The portion north of Community Avenue is City jurisdiction, the portion south is Regional. Stoney Creek Council, and in particular Councillor DiIanni, have requested that the City of Hamilton consider removal of Grays Road from Community Avenue to just north of the North Service Road from the truck route system. While Grays in this area is a City of Hamilton truck route, it connects to Frances Avenue which is a local City of Stoney Creek residential roadway, for trucks to travel from Grays to the North Service Road, which is under MTO jurisdiction.

Approximately 500 trucks a day use Grays to access the North Service Road. Removal of Grays from the truck route system would force all of this heavy traffic to reroute and use the South Service Road. The effects of this were considered and found to be quite negative. The North Service Road is a safer route and a more direct access to the Queen Elizabeth Way, Toronto-bound. In addition, forcing an additional 500 trucks a day through the two intersections on Centennial Parkway at the South and North Service Roads would create congestion and potentially increase collisions. The portion of Frances which the trucks must use to access the North Service Road is quite short and there are only two houses, both of which are flank rather than front the road.

However, since the bulk of the truck traffic occurs during the day, there is relatively little safety or congestion impact in the overnight hours. Moreover, since many of the undesirable effects, such as noise, have the greatest impact when people are at home, it is feasible to restrict trucks to the period 7:00 a.m. to 7:00 p.m. This was discussed with Stoney Creek staff and Councillor DiIanni and subsequently Stoney Creek Council has requested that the City of Hamilton consider a part-time truck route ban on Grays. Given that the impacts of banning trucks from 7:00 p.m. to 7:00 a.m. are minimal and this will have some advantages in terms of the neighbourhood adjacent to Grays, this change is recommended.

HLS/smg

DT:5205-04



JULY 21, 1997
PREPARED BY THE DRAFTING SECTION OF THE TRAFFIC DIVISION OF THE CITY OF HAMILTON DEPARTMENT OF PUBLIC WORKS AND TRAFFIC

DT:5205-04

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 August 27
File No. TEC-174-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Apartment Building at No. 137 Duke Street - Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, three Time Limit Exemption Permits to each of the first three eligible applicants residing in the apartment building at No. 137 Duke Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $72. in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

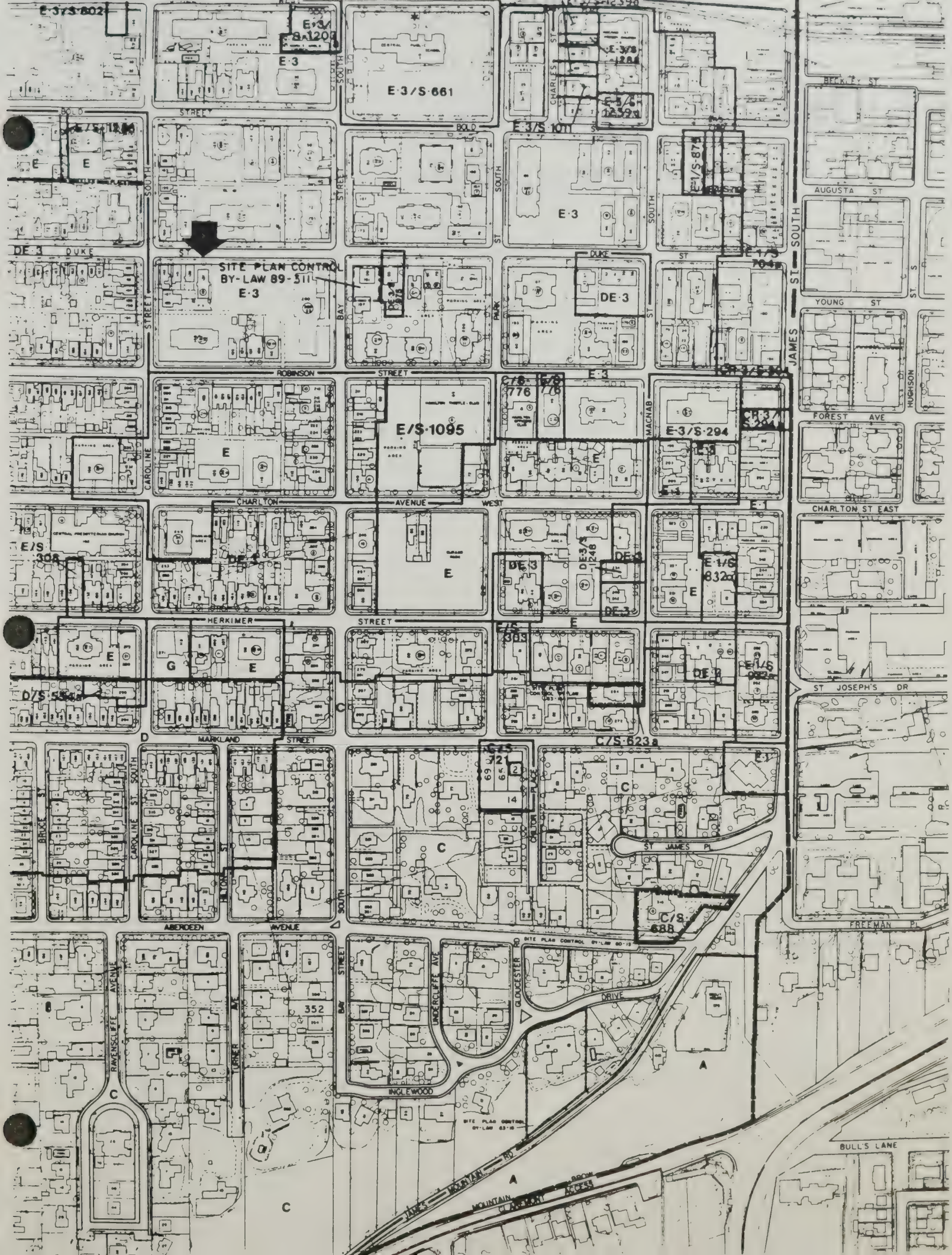
Staff has received a request from Mr. William Robertson, 137 Duke Street, that Time Limit Exemption Permits be issued to the residents of this building.

The subject apartment building is located on the south side of Duke between Caroline and Bay. Mr. Robertson has advised that he wishes to park his vehicle within the existing on-street parking time limit spaces nearby. An investigation has revealed that there are ten dwelling units within the apartment building, and that there are only five off-street parking spaces available on the private property.

Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The Zoning By-law requires that a minimum of eight off-street parking spaces be provided for a new building of this size in this area. Thus, there is a shortage of three off-street parking spaces in accordance with the current Zoning By-law requirements.

Periodic observations reveal that streets in this area are heavily parked during the day. However, since there has only been a moderate demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of three Time Limit Exemption Permits to residents of this building should not create any parking difficulties for area residents. Therefore, staff supports this request and it would be appropriate to issue a maximum of three parking permits to the residents of this building on a first come first served basis.

CVB/MBH/kg


SITE PLAN CONTROL
BY-LAW 89-311
E-3
E-3/S-661
E-3/S-1011
E-3/S-1095
E-3/S-294
DE-3
DUKE
ROBINSON
STREET
CHARLTON
AVENUE
WEST
HERKIMER
MARKLAND
ABERDEEN
AVENUE
JAMES
SOUTH
ST JOSEPH'S DR
CHARLTON ST EAST
FOREST AVE
YOUNG
AUGUSTA
BECKLEY
ST JAMES PL
FREEMAN PL
GLOUCESTER
DRIVE
INGLEWOOD
BULL'S LANE
JAMES MOUNTAIN RD
MOUNTAIN
ACCESS

2(b)(iii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 04
File No. TEC-182-97 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Fernwood Crescent (West) and Ninth Avenue - School Crossing Guard

RECOMMENDATION:

(a) That a School Crossing Guard be assigned to the west intersection of Fernwood Crescent and Ninth Avenue during the morning and evening school crossing periods only for the balance of 1997 and up until the approval of the 1998 Departmental Budget; and

(b) That consideration be given in the 1998 Current Budget deliberations for an expansion package of $4,000. plus administrative costs for a School Crossing Guard at this location on a permanent basis.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4,000. per year plus administrative costs. This increase can be accommodated within the current (1997) Departmental budget for the remainder of 1997. However, in order to fund this location in 1998, an expansion package will be prepared for presentation to Committee as part of the 1998 budget process.

BACKGROUND:

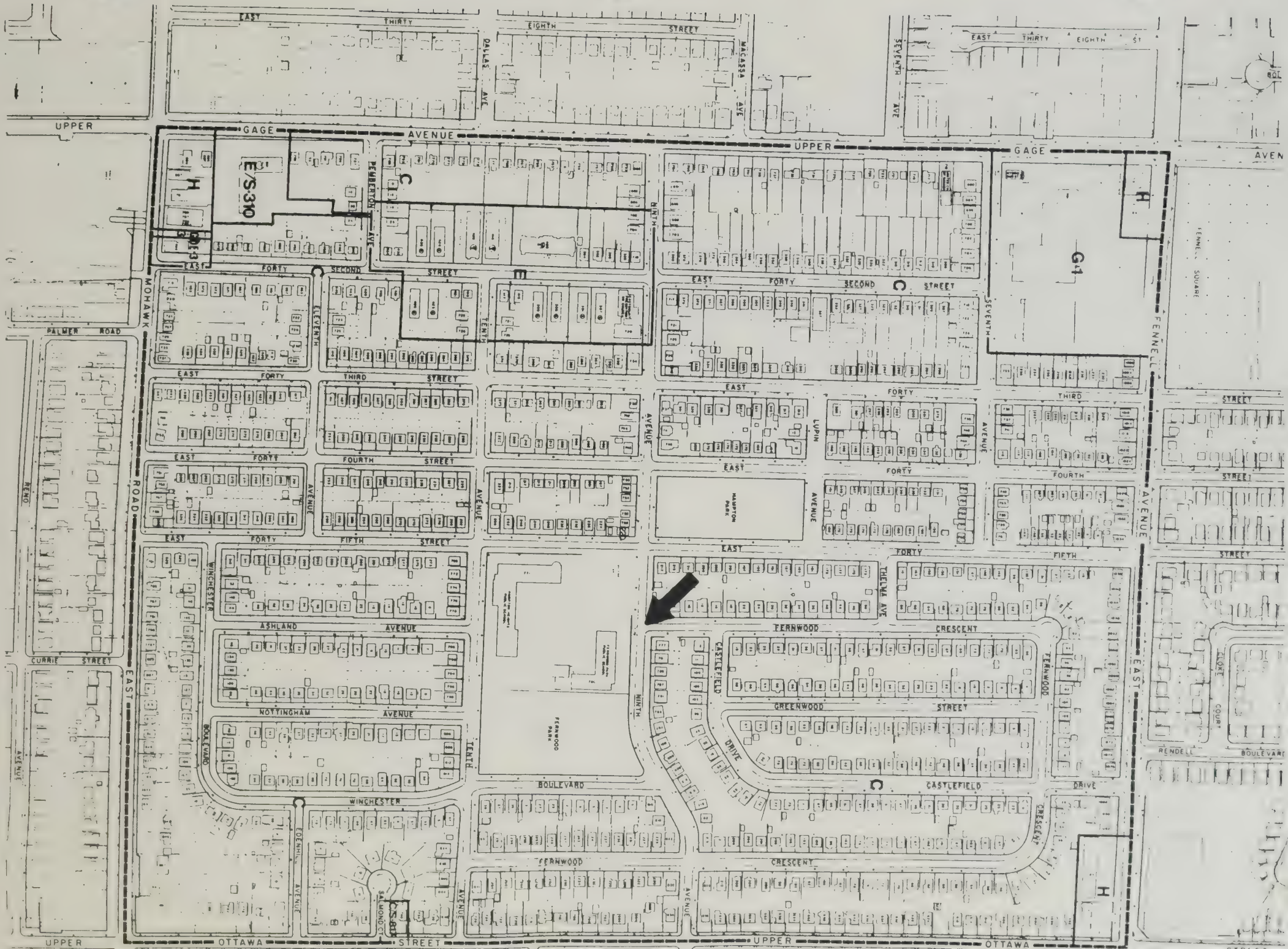
Staff have been contacted by both Aldermen Tom Jackson and Bob Charters with residents' concerns relating to children crossing both Fernwood Crescent and Ninth Avenue and the need for a School Crossing Guard.

Staff undertook vehicular and pedestrian studies at the intersection on 1996 September 03. The studies included the monitoring of children crossing Fernwood and Ninth, the number of vehicles using both roadways, and any children who crossed within several blocks of the intersection who might be attracted to the intersection if a guard was present. Because the intersection is controlled by an all-way stop, special observations were undertaken to determine whether there were any behaviourial problems such as motorists not stopping for the stop signs, pedestrians not being observant at the crossing or whether there was any hesitation or delay experienced by the children.

During the morning crossing period, 21 children were observed crossing Fernwood and 86 crossing Ninth, while in the evening period, 1 child crossed Fernwood and 82 crossed Ninth. There were many other children west of the intersection who crossed Ninth and who would likely be attracted to the intersection should a guard be assigned. During these survey periods, several conflicts were observed between motorists and children attempting their movement at the same instance.

In accordance with approved emergency procedures, a School Crossing Guard was assigned to this location on 1997 September 5. Therefore, it is recommended that a School Crossing Guard be hired and assigned to the west intersection of Fernwood Crescent and Ninth Avenue during the morning and evening school crossing periods only on a permanent basis.

TA/MBH/kg


UPPER GAGE AVENUE
EAST THIRTY STREET
EIGHTH STREET
DALLAS AVE
MOHAWK
SEVENTH AVE
E/S-310
H
C
PEMBERTON AVE
NINTH
TENTH
EAST FORTY SECOND STREET
G-1
FENNELL SQUARE
PALMER ROAD
EAST FORTY THIRD STREET
EAST FORTY FOURTH STREET
EAST FORTY FIFTH STREET
NEHO
ROAD
AVENUE
WINCHESTER
ASHLAND AVENUE
NOTTINGHAM AVENUE
CURRIE STREET
EAST
FENNWOOD PARK
BOULEVARD
WINCHESTER
FERNWOOD CRESCENT
GREENWOOD STREET
CASTLEFIELD DRIVE
THELMA AVE
LUPIN AVENUE
HAMPTON PARK
RENDELL BOULEVARD
CLOSE
COURT
UPPER OTTAWA STREET

2(B)(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 12
E220-0706 G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: To incorporate certain City land into various streets by By-Laws (R-97-70)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Appleblossom Drive Part 2 Plan 62R-12439

b) That the By-Laws to carry out the incorporation of the said land into the foregoing street be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

d) That a by-law to repeal By-Law 97-166 enacted on 1997 August 26 to incorporate land into Appleblossom Drive be enacted by City Council.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

(cont'd pg 2)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below. This by-law has been prepared in a form that is satisfactory to the City Solicitor. This land is to be incorporated into Appleblossom Drive and shall be described according to the abstract in the Land Registry Office as in the revised by-law recommended in paragraphs a) and b) above.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Appleblossom Dr.	Part 2 on 62R-14168	N/A	To provide direct access to 160 Chesley Street and complete final street widths.	E220-0706

KML/GM:sk
Encls.

cc: H. Groen, Transportation Department
F. Angelici, Planning Department
M. Watson, Property Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 2 ON PLAN 62R-14168
INTO APPLEBLOSSOM DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Appleblossom Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Appleblossom Drive.

   Part of Block 30, Plan 62M-710 designated as Part 2 on Plan 62R-14168.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

2(B)(iv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 3
S703-94, M.P. Sabelli, C.E.T.

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: 1997 Servicing Expenditures Related to Subdivisions
(R-97-63)

RECOMMENDATION:

a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"CLAUDETTE GARDENS - PHASE 9", Hamilton

City's Share - $ 24,154.51, Owner's Share - $ 182,720.45

be approved.

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Claudette Gardens - Phase 9", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor.

c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered.

d) In the event that the Owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

e) That the City's share of servicing "in Claudette Gardens - Phase 9" subdivision at an estimated cost of $ 24,154.51 be financed from the Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

Cont'd...

Cont'd...

D. Lobo
Commissioner
Public Works and Traffic

for J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed from all 1997 projects related to subdivision expenditure, including this recommendation is $ 559,101.36. The 1997 Capital Budget includes a provision of $ 800.00.00 for the City's share of subdivision expenditures in 1997.

"CLAUDETTE GARDENS - PHASE 9"

A portion of this development is adjacent to City owned lands (future park), therefore the City's share is based on 50% of the total servicing costs. The total estimated cost of the City's share of services to be approved at this time for "Claudette Gardens - Phase 9" is $ 24,154.51. In accordance with current City cost sharing policies, the City's share is composed of the following costs, $ 12,082.17 for above ground municipal works and $ 12,072.34 for storm and sanitary sewers and watermains adjacent to the City lands. These are non-recoverable in the future.

BACKGROUND:

On 1990 October 10, City Council in adopting Item 8 of the 17th Report of the Planning and Development Committee approved the proposed draft plan of subdivision for "Claudette Gardens", under the condition that the Owner, 800064 Ontario Inc. enter into a subdivision agreement with the City of Hamilton. "Claudette Gardens - Phase 9" is a smaller portion of the original approved draft plan.

The Owner wishes to proceed with the development of "Claudette Gardens - Phase 9" at this time which will result in the creation of thirty-one (31) lots for single family dwellings.

Cont'd...

Cont'd...

Also, Phase 9 of "Claudette Gardens will complete a roadway connection for Claudette Gate and Roland Road to Garth Street.

The lands of "Claudette Gardens - Phase 9" are located on the west side of Garth Street north of Rymal Road West on the Falkirk East Planning Neighbourhood.

MPS
(Attach.)

cc: Regional Environment Department
Att: J. Thoms
Att: G. Paparella

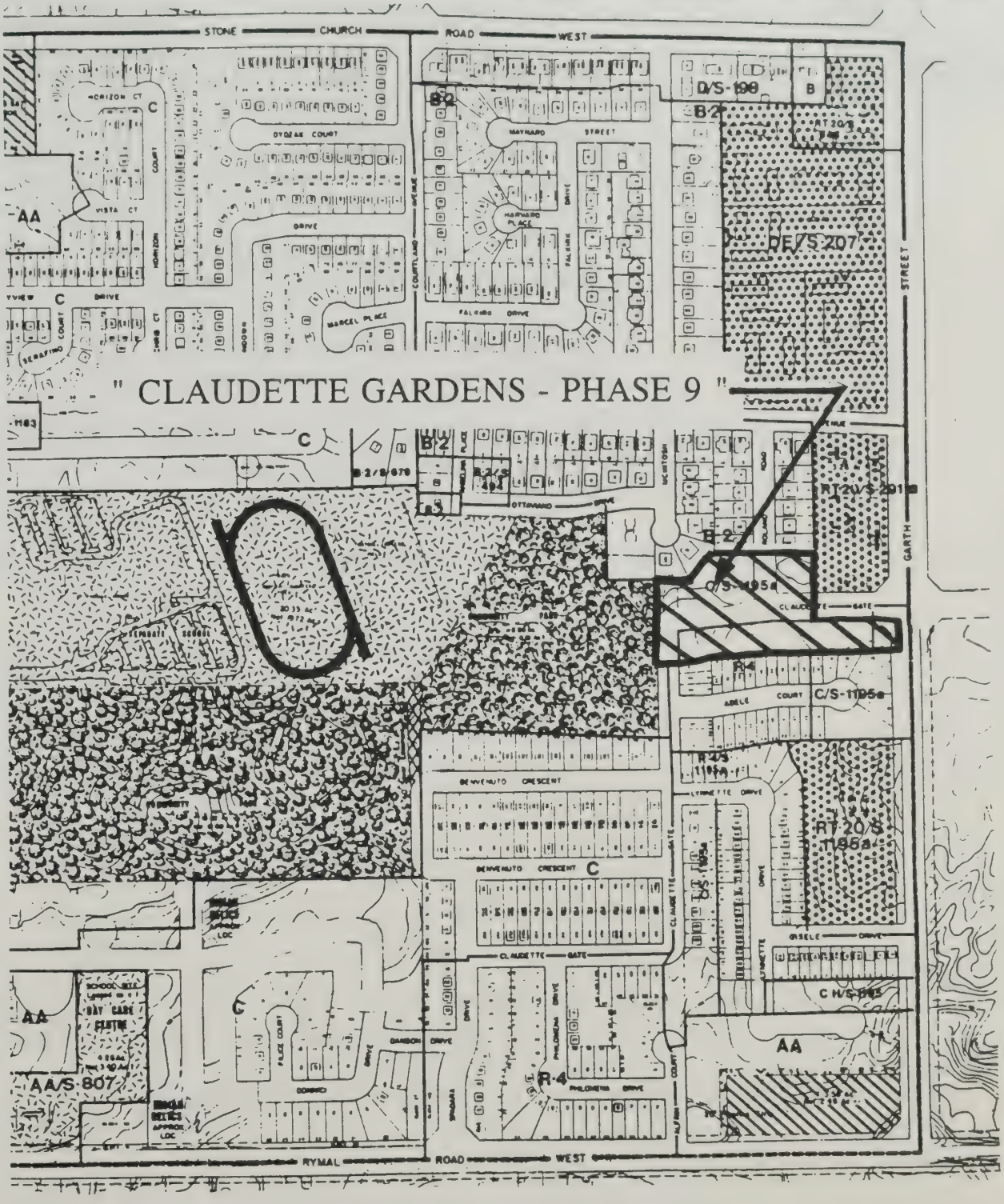
cc: City Treasury Department
Att: A.C. Ross
Att: N. Adhya

cc: Finance and Administration
Att: Alderman B. Charters, Chairman
Att: Susan K. Reeder, Secretary

1997 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
"CLAUDETTE GARDENS -	31 LOTS	COUNCIL	Catch Basins &					
PHASE 9"	HAMILTON	90 OCT 10	Connections	$0.00	$1,172.94	$1,172.94		
800064 ONTARIO INC.		P&D	Curbs & Sidewalks	$0.00	$3,005.67	$3,005.67		
URBEX ENGINEERING LTD.		17-90	Finished Roads	$0.00	$5,348.79	$5,348.79		
J.P. WOOLLEY, O.L.S.		ITEM 8	Sewers & Watermains	$0.00	$12,072.34	$12,072.34		
S703-94			Seeding/Sodding	$0.00	$661.51	$661.51		
M.P. SABELLI, C.E.T.			Street Lighting	$0.00	$519.00	$519.00		
			Dead End Barricades	$0.00	$97.75	$97.75		
			Fencing	$0.00	$1,276.51	$1,276.51		
			TOTAL	$0.00	$24,154.51	$24,154.51	$182,720.45	$206,874.96
TOTALS:				$0.00	$24,154.51	$24,154.51	$182,720.45	$206,874.96

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



LEGEND

Subject Lands

KEY PLAN
"CLAUDETTE GARDENS - Phase 9"

NORTH

NEIGHBOURHOOD
FALKIRK EAST APPROVED PLAN

DATE
Sept. 9,1997

FILE No.

Regional Municipality of Hamilton-Wentworth
Environment Department, Development Division

2(8)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 12
S609-01 S701-78 S719-78 G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: To incorporate certain City land into various street by By-Law (R-97-69)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Beaverbrook Ave.	Block 150	62M-639
	Part 5	62R-14187
Brigade Drive	Part 4	62R-9675
Cadham Boulevard	Block 27	62M-733
Centennial Pkwy North	Parts 1 & 2	62R-14233
Piano Drive	Block 39	62M-778

b) That the By-Laws to carry out the incorporation of the said land into the foregoing street be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

(cont'd pg 2)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below. These by-laws have been prepared in a form that is satisfactory to the City Solicitor.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Beaverbrook Dr.	Block 150, 62M-639 Part 5 on 62R-14187	N/A	To facilitate new developments	S719-78
Brigade Drive	Part 4 on 62R-9675	N/A	To finalize street linkage	S609-01
Cadham Blvd.	Block 27, 62M-733	N/A	To complete final street widths	S719-78
Centennial	Parts 1 & 2, 62R-14233	N/A	To fulfill conditions of site plan agreement	S609-01
Piano Drive	Block 39, 62M-778	N/A	To complete final street widths	S701-78

KML GM
KML/GM:sk
Encls.

cc: H. Groen, Transportation Department
F. Angelici, Planning Department
M. Watson, Property Division, City Clerk's

2(B)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 17

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Salt Dome for Winter Maintenance**
Lincoln M. Alexander Parkway

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to construct a salt storage dome at the Upper Ottawa Public Works yard, to be funded by the Region of Hamilton-Wentworth for the purposes of winter control road maintenance of the Lincoln M. Alexander Parkway.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City of Hamilton, Department of Public Works and Traffic has been requested to undertake the maintenance of the Lincoln M. Alexander Parkway. The arrangements for the maintenance agreement between the City and the Region will be an extension of the existing relationship under which the City provides road maintenance for Regional roads within the City.

The salt dome is estimated to cost $100,000 to construct and is required to protect salt which will be used in winter control services for the freeway. The Region of Hamilton-Wentworth is financing the construction of this dome.

BACKGROUND:

The Linc between Hwy. 403 and Dartnall is scheduled to open in October. The City of Hamilton will be maintaining the facility, integrating operations with existing maintenance programs.

A salt storage facility is required to protect road salt needed for winter operations on the Linc. The existing facilities which the City has do not have the storage capacity to serve the new highway. There are no other suitable existing facilities City or Region with the capacity or proximity to the Linc and hence a new dome structure is required.

The Upper Ottawa Street Public Works yard has an existing salt storage facility behind which the new structure will be placed.

The Region is paying the capital costs for the installation of the storage dome.

CFE/rb

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 12

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. J. Schatz
City Clerk

SUBJECT: Declaration of Surplus Property\Sale
1' Reserves - 190 Annabelle Street, Hamilton

RECOMMENDATION:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049:

"the lands composed of part of Lot 16, Concession 7, in the former Township of Barton, now in the City of Hamilton, being more specifically described as Parts 1 and 2, Plan 62R-10900, containing a total area of 8.19 square metres (88.16 square feet) more or less, being the 0.30 metre reserves abutting part of the easterly limit of 190 Annabelle Street, Hamilton"; and,

(b) (i) That an Offer to Purchase Agreement, duly executed by James Zaborsky and Dorothy Zaborsky, on 1997 September 4 and scheduled to close on or before 1997 November 28, for the lands composed of part of Lot 16, Concession 7, in the former Township of Barton, now in the City of Hamilton, being more specifically described as Parts 1 and 2, Plan 62R-10900, containing a total area of 8.19 square metres (88.16 square feet) more or less, being the 0.30 metre reserve abutting part of the easterly limit of 190 Annabelle Street, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $2 be credited to Account Number CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

(ii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor; and,

(iii) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(1) satisfactory notice has been given to the Public of the intended sale;

(2) no appraisal of the fair market value of the real property intended to be sold was obtained as 1' Reserves are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(3) the City Clerk be authorized and directed to execute and issue a certificate of Compliance in the Form prescribed pursuant to Section 193 of the Municipal Act; and,

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of $2 derived from the sale of the 1' Reserves be credited to Account Number CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

On 1997 June 24 in adopting Item 31 of the 7th Report of the Transport and Environment Committee, City Council approved a direction for the Manger of the Real Estate Division of the City Clerk's Department to prepare the necessary transfer documents for the 1' Reserves to James and Dorothy Zaborsky.

Subsequently, the subject Offer to Purchase agreements were prepared and then executed by the Zaborsky's on 1997 September 4.

The 1' Reserves shown as Part 1 and 2 on Reference Plan 62R-10900 were established to ensure payment of all the outstanding servicing costs on Annabelle Street at the time of development of the adjacent lands. These costs have been recovered through severance applications for the property at 190 Annabelle being H-18-96 and H-19-96 and since these reserves are located outside the Annabelle Street road allowance, the lands are no longer required by the City. In addition, the transfer of the reserves to the owners of the abutting severed lands no longer deems these abutting lands as "landlocked".

In compliance with the Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

(a) that if recommendation (a) of this report is approved by this Committee on 1997 September 22, then the aforementioned property is surplus to the requirements of the City;

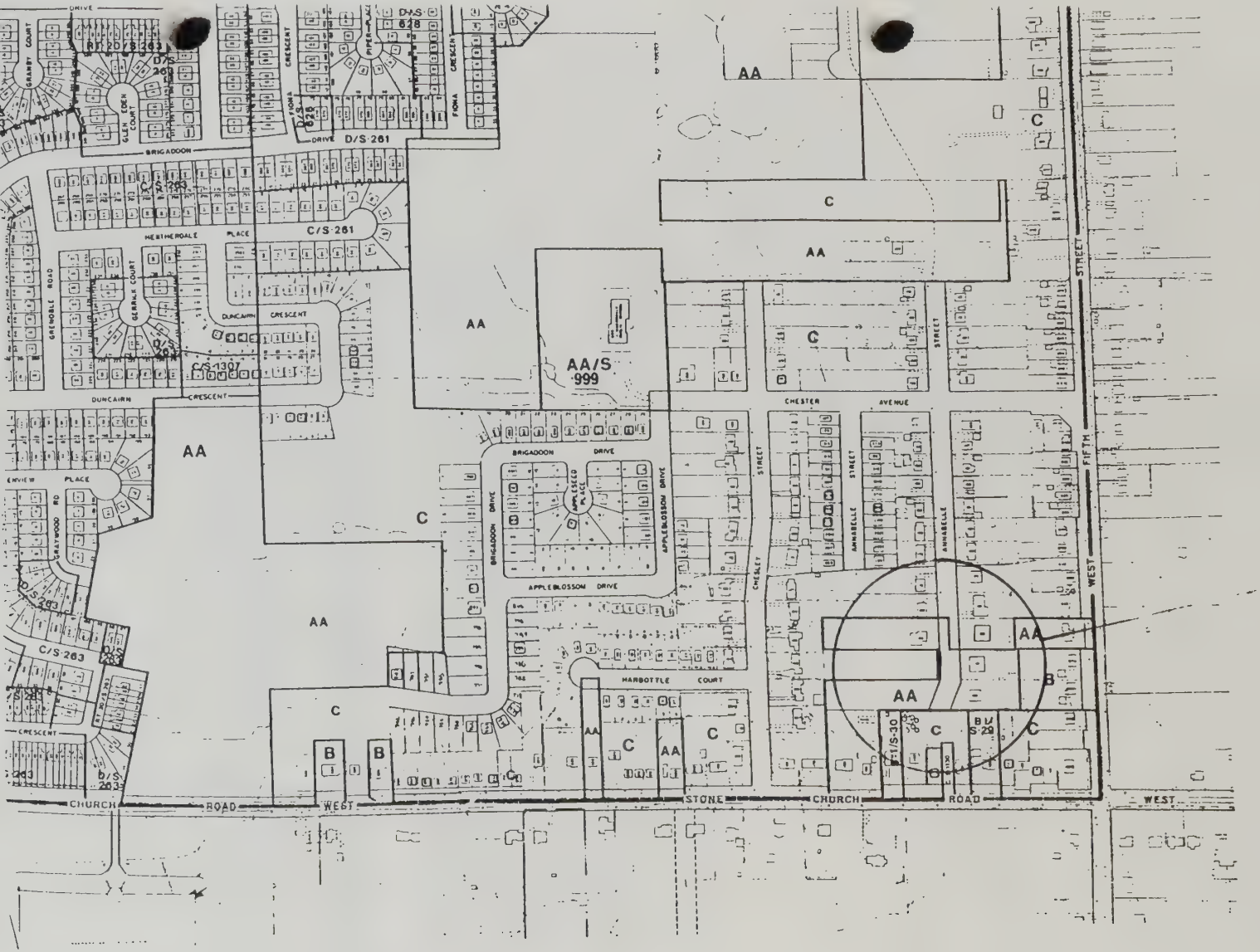
(b) that in accordance with the approved methods of Notice to the Public is Real Property Sales Procedural By-law 95-049, satisfactory Notice has been given to the Public of the intended sale of the subject .3 metre reserve.

(c) no appraisal of the fair market value of the real property being sold was obtained as .3 metre reserves are exempt from the appraisal requirements of Section 193 of the Municipal Act.

KN/nw

c.c. Alderman D. Ross, Alderman, Ward 8
Alderman Frank D'Amico, Alderman, Ward 8
P. Noé Johnson, City Solicitor
Attention: J. Davidson
A. Ross, Treasurer
D. Lobo, Commissioner of Public Works and Traffic
E. M. Gill, P. Eng., Senior Director, Roads Division
K. M. Lau, Manager of Surveys, Roads Division

38.1.308



49	116	137
50	53	86
44	121	101

This is not a Legal Document
For Zoning Verification Please
Contact The City Building Department

CITY OF HAMILTON

GOURLEY

ZONING

Neighbourhood Boundary
Zoning Boundary

0 100m
Scale 50m

Prepared for The City of Hamilton
by the Planning and Development Department

7610

2(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 September 22nd

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
1997 July 29	V. J. Abraham Director of Planning and Development J. G. Pavelka Chief Administrative Officer	1995 Air Quality Data Summary - Regional Municipality of Hamilton-Wentworth	1997 August 21
1997 Aug. 25	Regional Environment Department	Class Environmental Assessment North Slope Remediation and Leachate Collection Upper Ottawa Landfill Site	1997 August 28
July/August	Ontario Good Roads Association	Brochure	1997 August 29
1997 Aug. 28	Commissioner of Public Works and & Traffic	Parks By-law Enforcement	1997 September 4
1997 Sept.	Environment Canada	Action 21 Network	1997 September 16
1997 Sept. 9	Ministry of Environment and Energy	Notice of Amendment No. 4 to Provisional Certificate of Approval No. A100146	1997 September 15

Kevin C. Christenson, Secretary
September 22nd, 1997


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